

NOTICE.

JARDINE, MATHESON & Co., Ltd.
ENGINEERING DEPARTMENT.
14 PEDDER STREET, HONGKONG.

SOLE AGENTS FOR
MESSRS. ANDERSON & SON, LTD.

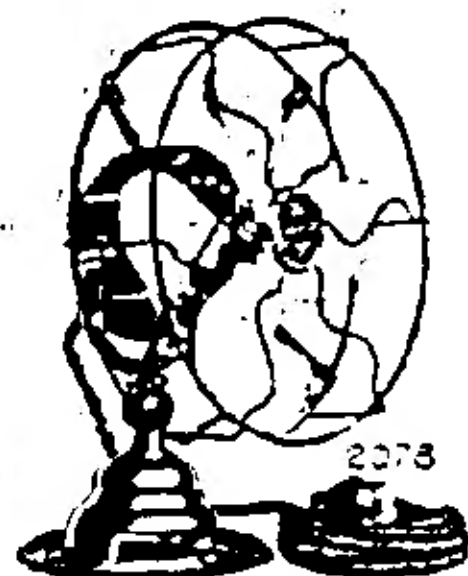
BRITISH MADE

ROK ROOFING

Specifications for all kinds of roofing work on application.

THE GENERAL ELECTRIC CO.
QUEEN'S BUILDINGS OF CHINA, LTD. TELEPHONE CENTRAL 315.

FANS



ALL FANS WILL BE SOLD OFF AT PRICES UNDER COST FOR THE REMAINDER OF THE SEASON.

BIG BARGAINS!—COME AT ONCE!
NO REASONABLE OFFER REFUSED!

BRUNSWICK NEWS

LEOPOLD GODOWSKY
PIANIST
RECORDS EXCLUSIVELY FOR
BRUNSWICK.

THE BRUNSWICK STUDIO, YVANOVICH & CO. DISTRIBUTORS
Bank of China Bldg. (1st Floor) entrance DUDELL STREET Tel. No. 4035

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL 2877

TEL 2877.

If you want to take good photographs why not use the
GOERZ
CAMERA WITH THE GOERZ LENS
Sole agents in China
HALL, LAW & CO.
Telephone 3217. 10, Des Voeux Road, C.

THE SANCTITY OF MARRIAGE.

And the Morals of the Chinese.

Some interesting points were raised by Mr. Leo d'Almada against the Chinese Marriage Preservation Ordinance in a case before Mr. R. E. Lippell at the Magistracy yesterday afternoon. The defendant was Wang Ho, a building contractor. The charges against him were receiving \$400 knowing it to have been stolen; committing adultery with Li Koon-tai, the kit-fat wife of a bootmaker; and harboring Li Koon-tai.

The defendant was alleged to have received the money from Li Koon-tai, who, before the commencement of the present case, had been convicted and sentenced to three months' hard labour for the theft of the money from her husband. The Magistrate described her as a shameless woman.

Mr. Leo d'Almada, for the defence in Wang Ho's case, said that he would like to raise some serious preliminary objections. The defendant was a well-known building contractor, and in view of the possibility of appeal should his client be convicted, he asked the Magistrate to note his objections, the grounds of which were:

1. That the Ordinance as a whole is repugnant to the fundamental principles of English law and the spirit of the legislation of the Colony.

2. This Ordinance is only applicable to Chinese and therefore the whole Act discriminates between one race and another.

Speaking of the English law, Mr. d'Almada said that his Worship was fully aware that adultery was not an offence against the State. It was not an offence against the person, and it was anything at all it was only an offence against morality and society generally. Mr. d'Almada quoted the following from the Royal Charter: "The Governor shall not, except in cases hereunder mentioned, present in our name to any Ordinance of the following class: (1)th. class. Any Ordinance whereby persons not of European birth or descent may be subjected or may be liable to any disabilities or restrictions to which persons of European birth or descent are not also subjected or made liable."

Chinese Idea of Marriage.

Mr. H. L. Dennis, for the prosecution, said that the Ordinance was passed and received the Royal Assent. It was passed expressly for preserving the sanctity of marriage amongst the Chinese. The Chinese idea of marriage was that the woman should be sacred from other men and that any breach of that duty on the part of the wife would be regarded by the whole Chinese community with the greatest horror.

Outlining the facts of the case, Mr. Dennis said that the defendant was a contractor and had apparently been employing Li Koon-tai as a coolie. Li Koon-tai, who was a bootmaker at the Tai Koo-Park. Friendship sprang up between them and the woman left her home without telling her husband and went over to 150 Portland Street—Yau-nan-ai, a place not above suspicion, which she had been in the habit of visiting. Evidence would be called to prove that the defendant cohabited with the woman at the house before the 21st July when the woman ran away from home with some family money. She went over to Yau-nan-ai and resided with the defendant at 150 Portland Street. Information was given to the relatives of his client and an attempt was made by the principal tenant of 150 Portland Street to smuggle the woman to a place called Saikung.

The husband of the woman proved to be a stupid witness. He said that Li Koon-tai was his kit-fat wife. The marriage took place seven or eight years ago with the recognised Chinese marriage rites. On the night of the 22nd July he had a quarrel with his wife over a letter, and high words were used. Next morning he went out to work at 5 o'clock, and when he returned home at noon he found that his wife had absconded with \$400 belonging to him. He made a report to the Police and to the Secretary for Chinese Affairs.

Marriage Papers Lost in Shipwreck.

Mr. d'Almada: Have you got the marriage papers?
Witness: My mother lost them in a shipwreck. She was going to Shanghai when the ship by which she was travelling sank.

In reply to another question, witness said that this happened long ago.

Mr. d'Almada: The ship was sunk?—I don't know. She was

said to have stranded. The crew landed on a hill and my mother lost all her belongings.

With the exception of the theft of \$400 you had absolutely no charge to lay against your wife in the past?—Yes.

Are you laying the charge against this man for having committed adultery with your wife?—Yes.

Did you instruct your solicitor to prosecute him for this offence?—No.

So that this is the first time you heard of this charge preferred against him?—Yes.

The Magistrate: Have you no idea that you are charging the defendant with committing adultery with your wife?—I found the letter in her pocket.

The Magistrate: Leave out the letter. We are talking about the Court proceedings. Do you know that this man is charged with committing adultery with your wife?—Yes.

Mr. d'Almada: If you get back your \$400 you would be satisfied?—Yes. It belonged to my mother.

The Magistrate: Supposing the defendant produced the \$400 would you let him go and drop the action?—Yes. I don't want to proceed.

The Magistrate: You don't care a bit what he had done with your wife?—No. If he gives back my money. The money belonged to my mother-in-law, meaning his mother. Laughter.

Considering it unsafe to convict on the uncorroborated evidence of one woman, the Magistrate dismissed the charges.

The Magistrate to defendant: There is something in it, but there is no sufficient evidence. Be careful in your ways in future.

HONGKONG GOVERNOR IN CANADA.

The Harbour Scheme.

Sir R. E. Stubbs, Governor of Hongkong, and a member of the members of the Government Council, were the guests of the Montreal Harbour Commission at the waterfront today, says the Montreal Daily Star of July 10th.

Sir Reginald Stubbs is on his way to England for a holiday. He will return to Hongkong in October, and it is the intention of his Government to construct improvements in the port of Hongkong as soon as plans are complete. While the exact cost of the improvements is not known it is estimated that they will reach several million dollars.

With this end in view he took occasion to inspect the port of Montreal and the various facilities and equipment. He expressed himself as being very pleased with the Montreal harbour. "It is fine," he said. "I was particularly impressed with the new cold storage plant. It represents the best thing of its kind as far as perfection goes."

Dr. Milton Horsey, member of the Commission, and M. P. Fenelon, general manager of the port, explained the various aspects of the port to the Governor.

Asked of the position of Hongkong in relation to the revolution, Sir Reginald said that it did not affect his territory very much, with the exception of the worry it caused.

As to when it will stop, he said he had not the faintest idea. "I quit guessing. No one knows," he said.

Accompanying Sir Reginald is the Hon. Mr. A. G. Stephen, general manager of the Hongkong and Shanghai Bank and member of the Government Council. Hon. C. McI. Messer, Colonial Treasurer, Mr. P. D. Sutherland, general passenger agent, Canadian Pacific Railway, Hongkong, Mr. G. M. Baworth, chairman of the Canadian Pacific Steamships Limited, Mr. E. N. Todd, Mr. C. E. Benjamin, and Mr. Allan Cameron of the Canadian Pacific.

Sir Reginald is leaving for Quebec this evening and will sail for England to-morrow.

DIET MISTAKES.

Few people give to the matter of diet the attention it deserves. Hence so many sufferers from indigestion, the pain from which is often excruciating. Flatulence, water brash, and severe chest pains are some of the usual symptoms. The best way to cure indigestion is to pay attention to the diet and build up the blood with a course of Dr. Williams' pink pills. The new rich blood made by these pills quickly restores the digestive organs of health and strength. Read the article, "How is Your Appetite?" on this page.

A VICTROLA with Victor Records gives the best music. MOUTRIES—Exclusive Distributors.

TWO SUMMER FROCKS



Lace, of every kind, colour and width, is much used this summer. Spanish laces, in black or white, are still decidedly popular. White or cream, pale blue, yellow or orchid always look exquisitely cool; and are being worn extensively.

THE WATER SUPPLY.

Chinese Accept More Fountains.

Apparently the Chinese are willing to accept the Government's offer to supplement the number of street fountains, as a way out of the water difficulty. The offer, according to a statement made by the Hon. Mr. Chow Shou-sen at a recent meeting of the Chinese Chamber of Commerce, was made to the Chinese members on the Legislative Council. Mr. Chow Shou-sen, in explaining the Government's position in regard to the water question, said the Government would increase the number of street fountains from twenty-eight to thirty. Some weeks have elapsed, and there has been no addition.

It has been suggested to the Chinese Chamber of Commerce that a petition be sent to the authorities in the name of the Chamber, asking that more street fountains be turned on so as to minimise the hardships of the Chinese in obtaining their supply. It was stated to the Chamber that on previous occasions when restrictions were imposed on the use of water the number of street fountains exceed the present total. We understand that the Chamber will act on the suggestion and address a letter to the authorities in the course of the next few days.

GIRL FIGHTS A WOLF.

Shepherdess Keeps Beast at Bay.

Dordogne, in the south-west of France, and the region around is being terrorised by gangs of wolves.

Indeed, shepherd girls who tend the flocks on the hill slopes refuse to take out their sheep unless accompanied by male shepherds and dogs.

Near Thiviers, the timely arrival of a soldier put to flight a wolf at the moment the brute was about to attack a little shepherdess who was bravely attempting to keep the animal at bay with a pitchfork.

Wolf cubs to the number of 15 have been killed in the Dordogne region within 24 hours, but no full-grown animals have so far been slain.

SECRET OF THE MONASTERY.

It's the stopping that counts.



"VALET" Auto Stop Safety Razor

THE STANDARD SET
Only 15 minutes of shaving. No razor, no soap, no water. The "Valet" Auto Stop Safety Razor. The standard set. The standard set. The standard set.



Of all high class dealers

The word "Valet" on Razors, Strops and Blades indicates the genuine product of the Auto Stop Safety Razor Co. Ltd. 197, 207, City Road, London, Eng.

THE COLLARD & COLLARD
SHORTEST GRAND PIANO
LATEST MODELS JUST RECEIVED



WHEN THE WORD "COLLARD" IS MENTIONED, THERE IS NO NEED TO EXPLAIN WHAT IT STANDS FOR. EVERYONE KNOWS THAT IT MEANS A PIANO—A PIANO OF THE WORLD'S BEST MANUFACTURE.

SOLE AGENTS

ANDERSON'S.

FURTHER REDUCTIONS
AT
WHITEAWAY'S
SALE.

GREAT
HALF PRICE WEEK
21st. to 26th. August.

\$30,000 worth of Goods to be Cleared at
HALF PRICE

INCLUDING

MILLINERY

CORSETS

DRESSES

BOOTS and SHOES

FANCY GOODS, Etc.

STOCK MUST BE CLEARED.

DO NOT MISS THIS OPPORTUNITY.

SHOP AT THE "BIG VALUE" STORE.

WHITEAWAY LAIDLAW, CO., LTD.

HONGKONG.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Lessons in German language. Please write to Box No. 768 c/o "Hongkong Telegraph."

THE I.C.S. guarantee to train you for position of Private or Company Secretary. Send for booklet describing our Secretarial Courses to P.O. Box No. 455.

TO BE LET.

TO LET.—FANLING, A New Bungalow situated on Wo Hop Sek.—Apply to Tsang Foo

TO LET.—Partly furnished Office Room in Powell's Building. Apply P.O. Box No. 39. c/o "Hongkong Telegraph."

TO LET.—Nice, unfurnished Flat immediate possession. 2 minutes from Kowloon Ferry. Apply Box No. 769 c/o "Hongkong Telegraph."

TO LET.—Fully furnished three-roomed flat, good locality, Kowloon, modern conveniences. Preference given to anyone willing to buy over furniture. Apply Box No. 770 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Steam Launch—Length 66 ft. Speed 10 Knots. First Class Condition.—Apply Box No. 741 c/o "Hongkong Telegraph."

FOR SALE.—An unused Tobacco Press, cheap. Any reasonable offer accepted. Communicate with Box No. 757 c/o "Hongkong Telegraph."

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per share has been declared for the half year ending 30th June 1922. Such Interim Dividend will be payable on and after Monday the 11th September, at the offices of the Company, where shareholders are requested to apply for Warrants.

THE REGISTER of SHARES of the Company will be closed from the 30th August, 1922, until the 11th September 1922, (both days inclusive), during which period no transfer of shares can be registered. By order of the Board of Directors, SHEWAN, TOMES & Co., General Managers.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD. and CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Company's Steamer "LAOMEDON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 24th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th Aug., will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 13th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th Aug., 1922.

NOTICE.

A special General Meeting of the Hongkong Polo Club, will be held in the Club House, Causeway Bay, on Thursday, 31st August, at 6.30 p.m. By Order.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 25th Aug., 1922 at 12 o'clock (noon) at their Sales Rooms, Duddell Street.

The Twin Screw Tunnel Stern Motor Launch "Enrica" (built of steel) Length overall 36' 0" Breadth moulded 11' 6" Depth do 3' 6" Draft 18' to 19' D.W. capacity on above draft 3 tons Speed 8 knots Engines—Twin set "Kelvin" Motors each 30 H.P. Installed with Electric light. On view at Cheong Lee's yard (Shauiwan) For further particulars and inspection orders apply to LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 25th Aug., 1922 at 12 o'clock (noon) at their Sales Rooms, Duddell Street.

The Motorboat "Keikung" (built of teak) Length overall 29' 5" 10" Draft (approx) 18" Engine Kelvin Paraffin Motor On view off Ah King's Slipway (Causeway Bay) For further particulars and inspection orders apply to Lammert Bros., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Saturday, the 26th Aug., 1922 commencing at 11 a.m. at their Sales Rooms, Duddell Street.

1 THORNTON PICKARD out-St Camera with Ross lens and one enlarging apparatus all complete with accessories Also

One Henderson 4 cylinder Motor Cycle

One Wolf 2 3/4 H.P. Motor Cycle

And

One Electrical Apparatus

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Saturday, the 26th Aug., 1922 commencing at 11 a.m. at their Sales Rooms, Duddell Street.

2/0 kegs White Zinc

9 cases each 6 tins White Prelin Enamel

6 cases each 10 tins Paint

16 bags Empty Brass Cartridge Cases

5 dozen boxes each 12 tablets Scented Soap

10 dozen V. Cocoa

22 Motor car oil side lamps

3 cases Perfumes

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Wednesday, the 30th Aug., 1922, commencing at 11 a.m. at their Sales Rooms, Duddell Street.

134 cases Duc de Montebello Champagne (qts.)

100 cases Dutch Liqueur Gin

64 cases Australian Hock

60 cases "Old" Brandy

16 cases Brandy

2 dozen Marsala (Sandeman)

2 dozen Marsala (Woodhouse)

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

THE FAVOURITE INVENTION OF THOMAS A. EDISON

"THE PHONOGRAPH WITH A SOUL" IS HERE.

THE EDISON MUSIC STORE 1ST FLOOR, POWELL'S BUILDING.

FOR HAIPHONG AND HOIHOW.

Steamer for Haiphong and Hoihow every Tuesday. The latest and most comfortable steamer. HAI-MUN (Capt. Charles E. Page). Apply Tien, Tong and Sons at P.O. Box 741, 114, Wing Lok Street.

J. B. LAI,

THE ARAB INDIAN PHYSICIAN FROM SINGAPORE. I am ready to receive any one who wishes to consult him on the following diseases: (1) Cold, Cough, Headache, Rheumatism, Paralysis, Epilepsy, Tuberculosis, Scabies of the Skin, Neuritis, etc., etc. (2) AT RIVINGTONS TO TURN. (3) AT RIVINGTONS TO TURN. (4) AT RIVINGTONS TO TURN. (5) AT RIVINGTONS TO TURN. (6) AT RIVINGTONS TO TURN. (7) AT RIVINGTONS TO TURN. (8) AT RIVINGTONS TO TURN. (9) AT RIVINGTONS TO TURN. (10) AT RIVINGTONS TO TURN. (11) AT RIVINGTONS TO TURN. (12) AT RIVINGTONS TO TURN. (13) AT RIVINGTONS TO TURN. (14) AT RIVINGTONS TO TURN. (15) AT RIVINGTONS TO TURN. (16) AT RIVINGTONS TO TURN. (17) AT RIVINGTONS TO TURN. (18) AT RIVINGTONS TO TURN. (19) AT RIVINGTONS TO TURN. (20) AT RIVINGTONS TO TURN. (21) AT RIVINGTONS TO TURN. (22) AT RIVINGTONS TO TURN. (23) AT RIVINGTONS TO TURN. (24) AT RIVINGTONS TO TURN. (25) AT RIVINGTONS TO TURN. (26) AT RIVINGTONS TO TURN. (27) AT RIVINGTONS TO TURN. (28) AT RIVINGTONS TO TURN. (29) AT RIVINGTONS TO TURN. (30) AT RIVINGTONS TO TURN. (31) AT RIVINGTONS TO TURN. (32) AT RIVINGTONS TO TURN. (33) AT RIVINGTONS TO TURN. (34) AT RIVINGTONS TO TURN. (35) AT RIVINGTONS TO TURN. (36) AT RIVINGTONS TO TURN. (37) AT RIVINGTONS TO TURN. (38) AT RIVINGTONS TO TURN. (39) AT RIVINGTONS TO TURN. (40) AT RIVINGTONS TO TURN. (41) AT RIVINGTONS TO TURN. (42) AT RIVINGTONS TO TURN. (43) AT RIVINGTONS TO TURN. (44) AT RIVINGTONS TO TURN. (45) AT RIVINGTONS TO TURN. (46) AT RIVINGTONS TO TURN. (47) AT RIVINGTONS TO TURN. (48) AT RIVINGTONS TO TURN. (49) AT RIVINGTONS TO TURN. (50) AT RIVINGTONS TO TURN. (51) AT RIVINGTONS TO TURN. (52) AT RIVINGTONS TO TURN. (53) AT RIVINGTONS TO TURN. (54) AT RIVINGTONS TO TURN. (55) AT RIVINGTONS TO TURN. (56) AT RIVINGTONS TO TURN. (57) AT RIVINGTONS TO TURN. (58) AT RIVINGTONS TO TURN. (59) AT RIVINGTONS TO TURN. (60) AT RIVINGTONS TO TURN. (61) AT RIVINGTONS TO TURN. (62) AT RIVINGTONS TO TURN. (63) AT RIVINGTONS TO TURN. (64) AT RIVINGTONS TO TURN. (65) AT RIVINGTONS TO TURN. (66) AT RIVINGTONS TO TURN. (67) AT RIVINGTONS TO TURN. (68) AT RIVINGTONS TO TURN. (69) AT RIVINGTONS TO TURN. (70) AT RIVINGTONS TO TURN. (71) AT RIVINGTONS TO TURN. (72) AT RIVINGTONS TO TURN. (73) AT RIVINGTONS TO TURN. (74) AT RIVINGTONS TO TURN. (75) AT RIVINGTONS TO TURN. (76) AT RIVINGTONS TO TURN. (77) AT RIVINGTONS TO TURN. (78) AT RIVINGTONS TO TURN. (79) AT RIVINGTONS TO TURN. (80) AT RIVINGTONS TO TURN. (81) AT RIVINGTONS TO TURN. (82) AT RIVINGTONS TO TURN. (83) AT RIVINGTONS TO TURN. (84) AT RIVINGTONS TO TURN. (85) AT RIVINGTONS TO TURN. (86) AT RIVINGTONS TO TURN. (87) AT RIVINGTONS TO TURN. (88) AT RIVINGTONS TO TURN. (89) AT RIVINGTONS TO TURN. (90) AT RIVINGTONS TO TURN. (91) AT RIVINGTONS TO TURN. (92) AT RIVINGTONS TO TURN. (93) AT RIVINGTONS TO TURN. (94) AT RIVINGTONS TO TURN. (95) AT RIVINGTONS TO TURN. (96) AT RIVINGTONS TO TURN. (97) AT RIVINGTONS TO TURN. (98) AT RIVINGTONS TO TURN. (99) AT RIVINGTONS TO TURN. (100) AT RIVINGTONS TO TURN. (101) AT RIVINGTONS TO TURN. (102) AT RIVINGTONS TO TURN. (103) AT RIVINGTONS TO TURN. (104) AT RIVINGTONS TO TURN. (105) AT RIVINGTONS TO TURN. (106) AT RIVINGTONS TO TURN. (107) AT RIVINGTONS TO TURN. (108) AT RIVINGTONS TO TURN. (109) AT RIVINGTONS TO TURN. (110) AT RIVINGTONS TO TURN. (111) AT RIVINGTONS TO TURN. (112) AT RIVINGTONS TO TURN. (113) AT RIVINGTONS TO TURN. (114) AT RIVINGTONS TO TURN. (115) AT RIVINGTONS TO TURN. (116) AT RIVINGTONS TO TURN. (117) AT RIVINGTONS TO TURN. (118) AT RIVINGTONS TO TURN. (119) AT RIVINGTONS TO TURN. (120) AT RIVINGTONS TO TURN. (121) AT RIVINGTONS TO TURN. (122) AT RIVINGTONS TO TURN. (123) AT RIVINGTONS TO TURN. (124) AT RIVINGTONS TO TURN. (125) AT RIVINGTONS TO TURN. (126) AT RIVINGTONS TO TURN. (127) AT RIVINGTONS TO TURN. (128) AT RIVINGTONS TO TURN. (129) AT RIVINGTONS TO TURN. (130) AT RIVINGTONS TO TURN. (131) AT RIVINGTONS TO TURN. (132) AT RIVINGTONS TO TURN. (133) AT RIVINGTONS TO TURN. (134) AT RIVINGTONS TO TURN. (135) AT RIVINGTONS TO TURN. (136) AT RIVINGTONS TO TURN. (137) AT RIVINGTONS TO TURN. (138) AT RIVINGTONS TO TURN. (139) AT RIVINGTONS TO TURN. (140) AT RIVINGTONS TO TURN. (141) AT RIVINGTONS TO TURN. (142) AT RIVINGTONS TO TURN. (143) AT RIVINGTONS TO TURN. (144) AT RIVINGTONS TO TURN. (145) AT RIVINGTONS TO TURN. (146) AT RIVINGTONS TO TURN. (147) AT RIVINGTONS TO TURN. (148) AT RIVINGTONS TO TURN. (149) AT RIVINGTONS TO TURN. (150) AT RIVINGTONS TO TURN. (151) AT RIVINGTONS TO TURN. (152) AT RIVINGTONS TO TURN. (153) AT RIVINGTONS TO TURN. (154) AT RIVINGTONS TO TURN. (155) AT RIVINGTONS TO TURN. (156) AT RIVINGTONS TO TURN. (157) AT RIVINGTONS TO TURN. (158) AT RIVINGTONS TO TURN. (159) AT RIVINGTONS TO TURN. (160) AT RIVINGTONS TO TURN. (161) AT RIVINGTONS TO TURN. (162) AT RIVINGTONS TO TURN. (163) AT RIVINGTONS TO TURN. (164) AT RIVINGTONS TO TURN. (165) AT RIVINGTONS TO TURN. (166) AT RIVINGTONS TO TURN. (167) AT RIVINGTONS TO TURN. (168) AT RIVINGTONS TO TURN. (169) AT RIVINGTONS TO TURN. (170) AT RIVINGTONS TO TURN. (171) AT RIVINGTONS TO TURN. (172) AT RIVINGTONS TO TURN. (173) AT RIVINGTONS TO TURN. (174) AT RIVINGTONS TO TURN. (175) AT RIVINGTONS TO TURN. (176) AT RIVINGTONS TO TURN. (177) AT RIVINGTONS TO TURN. (178) AT RIVINGTONS TO TURN. (179) AT RIVINGTONS TO TURN. (180) AT RIVINGTONS TO TURN. (181) AT RIVINGTONS TO TURN. (182) AT RIVINGTONS TO TURN. (183) AT RIVINGTONS TO TURN. (184) AT RIVINGTONS TO TURN. (185) AT RIVINGTONS TO TURN. (186) AT RIVINGTONS TO TURN. (187) AT RIVINGTONS TO TURN. (188) AT RIVINGTONS TO TURN. (189) AT RIVINGTONS TO TURN. (190) AT RIVINGTONS TO TURN. (191) AT RIVINGTONS TO TURN. (192) AT RIVINGTONS TO TURN. (193) AT RIVINGTONS TO TURN. (194) AT RIVINGTONS TO TURN. (195) AT RIVINGTONS TO TURN. (196) AT RIVINGTONS TO TURN. (197) AT RIVINGTONS TO TURN. (198) AT RIVINGTONS TO TURN. (199) AT RIVINGTONS TO TURN. (200) AT RIVINGTONS TO TURN. (201) AT RIVINGTONS TO TURN. (202) AT RIVINGTONS TO TURN. (203) AT RIVINGTONS TO TURN. (204) AT RIVINGTONS TO TURN. (205) AT RIVINGTONS TO TURN. (206) AT RIVINGTONS TO TURN. (207) AT RIVINGTONS TO TURN. (208) AT RIVINGTONS TO TURN. (209) AT RIVINGTONS TO TURN. (210) AT RIVINGTONS TO TURN. (211) AT RIVINGTONS TO TURN. (212) AT RIVINGTONS TO TURN. (213) AT RIVINGTONS TO TURN. (214) AT RIVINGTONS TO TURN. (215) AT RIVINGTONS TO TURN. (216) AT RIVINGTONS TO TURN. (217) AT RIVINGTONS TO TURN. (218) AT RIVINGTONS TO TURN. (219) AT RIVINGTONS TO TURN. (220) AT RIVINGTONS TO TURN. (221) AT RIVINGTONS TO TURN. (222) AT RIVINGTONS TO TURN. (223) AT RIVINGTONS TO TURN. (224) AT RIVINGTONS TO TURN. (225) AT RIVINGTONS TO TURN. (226) AT RIVINGTONS TO TURN. (227) AT RIVINGTONS TO TURN. (228) AT RIVINGTONS TO TURN. (229) AT RIVINGTONS TO TURN. (230) AT RIVINGTONS TO TURN. (231) AT RIVINGTONS TO TURN. (232) AT RIVINGTONS TO TURN. (233) AT RIVINGTONS TO TURN. (234) AT RIVINGTONS TO TURN. (235) AT RIVINGTONS TO TURN. (236) AT RIVINGTONS TO TURN. (237) AT RIVINGTONS TO TURN. (238) AT RIVINGTONS TO TURN. (239) AT RIVINGTONS TO TURN. (240) AT RIVINGTONS TO TURN. (241) AT RIVINGTONS TO TURN. (242) AT RIVINGTONS TO TURN. (243) AT RIVINGTONS TO TURN. (244) AT RIVINGTONS TO TURN. (245) AT RIVINGTONS TO TURN. (246) AT RIVINGTONS TO TURN. (247) AT RIVINGTONS TO TURN. (248) AT RIVINGTONS TO TURN. (249) AT RIVINGTONS TO TURN. (250) AT RIVINGTONS TO TURN. (251) AT RIVINGTONS TO TURN. (252) AT RIVINGTONS TO TURN. (253) AT RIVINGTONS TO TURN. (254) AT RIVINGTONS TO TURN. (255) AT RIVINGTONS TO TURN. (256) AT RIVINGTONS TO TURN. (257) AT RIVINGTONS TO TURN. (258) AT RIVINGTONS TO TURN. (259) AT RIVINGTONS TO TURN. (260) AT RIVINGTONS TO TURN. (261) AT RIVINGTONS TO TURN. (262) AT RIVINGTONS TO TURN. (263) AT RIVINGTONS TO TURN. (264) AT RIVINGTONS TO TURN. (265) AT RIVINGTONS TO TURN. (266) AT RIVINGTONS TO TURN. (267) AT RIVINGTONS TO TURN. (268) AT RIVINGTONS TO TURN. (269) AT RIVINGTONS TO TURN. (270) AT RIVINGTONS TO TURN. (271) AT RIVINGTONS TO TURN. (272) AT RIVINGTONS TO TURN. (273) AT RIVINGTONS TO TURN. (274) AT RIVINGTONS TO TURN. (275) AT RIVINGTONS TO TURN. (276) AT RIVINGTONS TO TURN. (277) AT RIVINGTONS TO TURN. (278) AT RIVINGTONS TO TURN. (279) AT RIVINGTONS TO TURN. (280) AT RIVINGTONS TO TURN. (281) AT RIVINGTONS TO TURN. (282) AT RIVINGTONS TO TURN. (283) AT RIVINGTONS TO TURN. (284) AT RIVINGTONS TO TURN. (285) AT RIVINGTONS TO TURN. (286) AT RIVINGTONS TO TURN. (287) AT RIVINGTONS TO TURN. (288) AT RIVINGTONS TO TURN. (289) AT RIVINGTONS TO TURN. (290) AT RIVINGTONS TO TURN. (291) AT RIVINGTONS TO TURN. (292) AT RIVINGTONS TO TURN. (293) AT RIVINGTONS TO TURN. (294) AT RIVINGTONS TO TURN. (295) AT RIVINGTONS TO TURN. (296) AT RIVINGTONS TO TURN. (297) AT RIVINGTONS TO TURN. (298) AT RIVINGTONS TO TURN. (299) AT RIVINGTONS TO TURN. (300) AT RIVINGTONS TO TURN. (301) AT RIVINGTONS TO TURN. (302) AT RIVINGTONS TO TURN. (303) AT RIVINGTONS TO TURN. (304) AT RIVINGTONS TO TURN. (305) AT RIVINGTONS TO TURN. (306) AT RIVINGTONS TO TURN. (307) AT RIVINGTONS TO TURN. (308) AT RIVINGTONS TO TURN. (309) AT RIVINGTONS TO TURN. (310) AT RIVINGTONS TO TURN. (311) AT RIVINGTONS TO TURN. (312) AT RIVINGTONS TO TURN. (313) AT RIVINGTONS TO TURN. (314) AT RIVINGTONS TO TURN. (315) AT RIVINGTONS TO TURN. (316) AT RIVINGTONS TO TURN. (317) AT RIVINGTONS TO TURN. (318) AT RIVINGTONS TO TURN. (319) AT RIVINGTONS TO TURN. (320) AT RIVINGTONS TO TURN. (321) AT RIVINGTONS TO TURN. (322) AT RIVINGTONS TO TURN. (323) AT RIVINGTONS TO TURN. (324) AT RIVINGTONS TO TURN. (325) AT RIVINGTONS TO TURN. (326) AT RIVINGTONS TO TURN. (327) AT RIVINGTONS TO TURN. (328) AT RIVINGTONS TO TURN. (329) AT RIVINGTONS TO TURN. (330) AT RIVINGTONS TO TURN. (331) AT RIVINGTONS TO TURN. (332) AT RIVINGTONS TO TURN. (333) AT RIVINGTONS TO TURN. (334) AT RIVINGTONS TO TURN. (335) AT RIVINGTONS TO TURN. (336) AT RIVINGTONS TO TURN. (337) AT RIVINGTONS TO TURN. (338) AT RIVINGTONS TO TURN. (339) AT RIVINGTONS TO TURN. (340) AT RIVINGTONS TO TURN. (341) AT RIVINGTONS TO TURN. (342) AT RIVINGTONS TO TURN. (343) AT RIVINGTONS TO TURN. (344) AT RIVINGTONS TO TURN. (345) AT RIVINGTONS TO TURN. (346) AT RIVINGTONS TO TURN. (347) AT RIVINGTONS TO TURN. (348) AT RIVINGTONS TO TURN. (349) AT RIVINGTONS TO TURN. (350) AT RIVINGTONS TO TURN. (351) AT RIVINGTONS TO TURN. (352) AT RIVINGTONS TO TURN. (353) AT RIVINGTONS TO TURN. (354) AT RIVINGTONS TO TURN. (355) AT RIVINGTONS TO TURN. (356) AT RIVINGTONS TO TURN. (357) AT RIVINGTONS TO TURN. (358) AT RIVINGTONS TO TURN. (359) AT RIVINGTONS TO TURN. (360) AT RIVINGTONS TO TURN. (361) AT RIVINGTONS TO TURN. (362) AT RIVINGTONS TO TURN. (363) AT RIVINGTONS TO TURN. (364) AT RIVINGTONS TO TURN. (365) AT RIVINGTONS TO TURN. (366) AT RIVINGTONS TO TURN. (367) AT RIVINGTONS TO TURN. (368) AT RIVINGTONS TO TURN. (369) AT RIVINGTONS TO TURN. (370) AT RIVINGTONS TO TURN. (371) AT RIVINGTONS TO TURN. (372) AT RIVINGTONS TO TURN. (373) AT RIVINGTONS TO TURN. (374) AT RIVINGTONS TO TURN. (375) AT RIVINGTONS TO TURN. (376) AT RIVINGTONS TO TURN. (377) AT RIVINGTONS TO TURN. (378) AT RIVINGTONS TO TURN. (379) AT RIVINGTONS TO TURN. (380) AT RIVINGTONS TO TURN. (381) AT RIVINGTONS TO TURN. (382) AT RIVINGTONS TO TURN. (383) AT RIVINGTONS TO TURN. (384) AT RIVINGTONS TO TURN. (385) AT RIVINGTONS TO TURN. (386) AT RIVINGTONS TO TURN. (387) AT RIVINGTONS TO TURN. (388) AT RIVINGTONS TO TURN. (389) AT RIVINGTONS TO TURN. (390) AT RIVINGTONS TO TURN. (391) AT RIVINGTONS TO TURN. (392) AT RIVINGTONS TO TURN. (393) AT RIVINGTONS TO TURN. (394) AT RIVINGTONS TO TURN. (395) AT RIVINGTONS TO TURN. (396) AT RIVINGTONS TO TURN. (397) AT RIVINGTONS TO TURN. (398) AT RIVINGTONS TO TURN. (399) AT RIVINGTONS TO TURN. (400) AT RIVINGTONS TO TURN. (401) AT RIVINGTONS TO TURN. (402) AT RIVINGTONS TO TURN. (403) AT RIVINGTONS TO TURN. (404) AT RIVINGTONS TO TURN. (405) AT RIVINGTONS TO TURN. (406) AT RIVINGTONS TO TURN. (407) AT RIVINGTONS TO TURN. (408) AT RIVINGTONS TO TURN. (409) AT RIVINGTONS TO TURN. (410) AT RIVINGTONS TO TURN. (411) AT RIVINGTONS TO TURN. (412) AT RIVINGTONS TO TURN. (413) AT RIVINGTONS TO TURN. (414) AT RIVINGTONS TO TURN. (415) AT RIVINGTONS TO TURN. (416) AT RIVINGTONS TO TURN. (417) AT RIVINGTONS TO TURN. (418) AT RIVINGTONS TO TURN. (419) AT RIVINGTONS TO TURN. (420) AT RIVINGTONS TO TURN. (421) AT RIVINGTONS TO TURN. (422) AT RIVINGTONS TO TURN. (423) AT RIVINGTONS TO TURN. (424) AT RIVINGTONS TO TURN. (425) AT RIVINGTONS TO TURN. (426) AT RIVINGTONS TO TURN. (427) AT RIVINGTONS TO TURN. (428) AT RIVINGTONS TO TURN. (429) AT RIVINGTONS TO TURN. (430) AT RIVINGTONS TO TURN. (431) AT RIVINGTONS TO TURN. (432) AT RIVINGTONS TO TURN. (433) AT RIVINGTONS TO TURN. (434) AT RIVINGTONS TO TURN. (435) AT RIVINGTONS TO TURN. (436) AT RIVINGTONS TO TURN. (437) AT RIVINGTONS TO TURN. (438) AT RIVINGTONS TO TURN. (439) AT RIVINGTONS TO TURN. (440) AT RIVINGTONS TO TURN. (441) AT RIVINGTONS TO TURN. (442) AT RIVINGTONS TO TURN. (443) AT RIVINGTONS TO TURN. (444) AT RIVINGTONS TO TURN. (445) AT RIVINGTONS TO TURN. (446) AT RIVINGTONS TO TURN. (447) AT RIVINGTONS TO TURN. (448) AT RIVINGTONS TO TURN. (449) AT RIVINGTONS TO TURN. (450) AT RIVINGTONS TO TURN. (451) AT RIVINGTONS TO TURN. (452) AT RIVINGTONS TO TURN. (453) AT RIVINGTONS TO TURN. (454) AT RIVINGTONS TO TURN. (455) AT RIVINGTONS TO TURN. (456) AT RIVINGTONS TO TURN. (457) AT RIVINGTONS TO TURN. (458) AT RIVINGTONS TO TURN. (459) AT RIVINGTONS TO TURN. (460) AT RIVINGTONS TO TURN. (461) AT RIVINGTONS TO TURN. (462) AT RIVINGTONS TO TURN. (463) AT RIVINGTONS TO TURN. (464) AT RIVINGTONS TO TURN. (465) AT RIVINGTONS TO TURN. (466) AT RIVINGTONS TO TURN. (467) AT RIVINGTONS TO TURN. (468) AT RIVINGTONS TO TURN. (469) AT RIVINGTONS TO TURN. (470) AT RIVINGTONS TO TURN. (471) AT RIVINGTONS TO TURN. (472) AT RIVINGTONS TO TURN. (473) AT RIVINGTONS TO TURN. (474) AT RIVINGTONS TO TURN. (475) AT RIVINGTONS TO TURN. (476) AT RIVINGTONS TO TURN. (477) AT RIVINGTONS TO TURN. (478) AT RIVINGTONS TO TURN. (479) AT RIVINGTONS TO TURN. (480) AT RIVINGTONS TO TURN. (481) AT RIVINGTONS TO TURN. (482) AT RIVINGTONS TO TURN. (483) AT RIVINGTONS TO TURN. (484) AT RIVINGTONS TO TURN. (485) AT RIVINGTONS TO TURN. (486) AT RIVINGTONS TO TURN. (487) AT RIVINGTONS TO TURN. (488) AT RIVINGTONS TO TURN. (489) AT RIVINGTONS TO TURN. (490) AT RIVINGTONS TO TURN. (491) AT RIVINGTONS TO TURN. (492) AT RIVINGTONS TO TURN. (493) AT RIVINGTONS TO TURN. (494) AT RIVINGTONS TO TURN. (495) AT RIVINGTONS TO TURN. (496) AT RIVINGTONS TO TURN. (497) AT RIVINGTONS TO TURN. (498) AT RIVINGTONS TO TURN. (499) AT RIVINGTONS TO TURN. (500) AT RIVINGTONS TO TURN. (501) AT RIVINGTONS TO TURN. (502) AT RIVINGTONS TO TURN. (503) AT RIVINGTONS TO TURN. (504) AT RIVINGTONS TO TURN. (505) AT RIVINGTONS TO TURN. (506) AT RIVINGTONS TO TURN. (507) AT RIVINGTONS TO TURN. (508) AT RIVINGTONS TO TURN. (509) AT RIVINGTONS TO TURN. (510) AT RIVINGTONS TO TURN. (511) AT RIVINGTONS TO TURN. (512) AT RIVINGTONS TO TURN. (513) AT RIVINGTONS TO TURN. (514) AT RIVINGTONS TO TURN. (515) AT RIVINGTONS TO TURN. (516) AT RIVINGTONS TO TURN. (517) AT RIVINGTONS TO TURN. (518) AT RIVINGTONS TO TURN. (519) AT RIVINGTONS TO TURN. (520) AT RIVINGTONS TO TURN. (521) AT RIVINGTONS TO TURN. (522) AT RIVINGTONS TO TURN. (523) AT RIVINGTONS TO TURN. (524) AT RIVINGTONS TO TURN. (525) AT RIVINGTONS TO TURN. (526) AT RIVINGTONS TO TURN. (527) AT RIVINGTONS TO TURN. (528) AT RIVINGTONS TO TURN. (529) AT RIVINGTONS TO TURN. (530) AT RIVINGTONS TO TURN. (531) AT RIVINGTONS TO TURN. (532) AT RIVINGTONS TO TURN. (533) AT RIVINGTONS TO TURN. (534) AT RIVINGTONS TO TURN. (535) AT RIVINGTONS TO TURN. (536) AT RIVINGTONS TO TURN. (537) AT RIVINGTONS TO TURN. (538) AT RIVINGTONS TO TURN. (539) AT RIVINGTONS TO TURN. (540) AT RIVINGTONS TO TURN. (541) AT RIVINGTONS TO TURN. (542) AT RIVINGTONS TO TURN. (543) AT RIVINGTONS TO TURN. (544) AT RIVINGTONS TO TURN. (545) AT RIVINGTONS TO TURN. (546) AT RIVINGTONS TO TURN. (547) AT RIVINGTONS TO TURN. (548) AT RIVINGTONS TO TURN. (549) AT RIVINGTONS TO TURN. (550) AT RIVINGTONS TO TURN. (551) AT RIVINGTONS TO TURN. (552) AT RIVINGTONS TO TURN. (553) AT RIVINGTONS TO TURN. (554) AT RIVINGTONS TO TURN. (555) AT RIVINGTONS TO TURN. (556) AT RIVINGTONS TO TURN. (557) AT RIVINGTONS TO TURN. (558) AT RIVINGTONS TO TURN. (559) AT RIVINGTONS TO TURN. (560) AT RIVINGTONS TO TURN. (561) AT RIVINGTONS TO TURN. (562) AT RIVINGTONS TO TURN. (563) AT RIVINGTONS TO TURN. (564) AT RIVINGTONS TO TURN. (565) AT RIVINGTONS TO TURN. (566) AT RIVINGTONS TO TURN. (567) AT RIVINGTONS TO TURN. (568) AT RIVINGTONS TO TURN. (569) AT RIVINGTONS TO TURN. (570) AT RIVINGTONS TO TURN. (571) AT RIVINGTONS TO TURN. (572) AT RIVINGTONS TO TURN. (573) AT RIVINGTONS TO TURN. (574) AT RIVINGTONS TO TURN. (575) AT RIVINGTONS TO TURN. (576) AT RIVINGTONS TO TURN. (577) AT RIVINGTONS TO TURN. (578) AT RIVINGTONS TO TURN. (579) AT RIVINGTONS TO TURN. (580) AT RIVINGTONS TO TURN. (581) AT RIVINGTONS TO TURN. (582) AT RIVINGTONS TO TURN. (583) AT RIVINGTONS TO TURN. (584) AT RIVINGTONS TO TURN. (585) AT RIVINGTONS TO TURN. (586) AT RIVINGTONS TO TURN. (587) AT RIVINGTONS TO TURN. (588) AT RIVINGTONS TO TURN. (589) AT RIVINGTONS TO TURN. (590) AT RIVINGTONS TO TURN. (591) AT RIVINGTONS TO TURN. (592) AT RIVINGTONS TO TURN. (593) AT RIVINGTONS TO TURN. (594) AT RIVINGTONS TO TURN. (595) AT RIVINGTONS TO TURN. (596) AT RIVINGTONS TO TURN. (597) AT RIVINGTONS TO TURN. (598) AT RIVINGTONS TO TURN. (599) AT RIVINGTONS TO TURN. (600) AT RIVINGTONS TO TURN. (601) AT RIVINGTONS TO TURN. (602) AT RIVINGTONS TO TURN. (603) AT RIVINGTONS TO TURN. (604) AT RIVINGTONS TO TURN. (605) AT RIVINGTONS TO TURN. (606) AT RIVINGTONS TO TURN. (607) AT RIVINGTONS TO TURN. (608) AT RIVINGTONS TO TURN. (609) AT RIVINGTONS TO TURN. (610) AT RIVINGTONS TO TURN. (611) AT RIVINGTONS TO TURN. (612) AT RIVINGTONS TO TURN. (613) AT RIVINGTONS TO TURN. (614) AT RIVINGTONS TO TURN. (615) AT RIVINGTONS TO TURN. (616) AT RIVINGTONS TO TURN. (617) AT RIVINGTONS TO TURN. (618) AT RIVINGTONS TO TURN. (619) AT RIVINGTONS TO TURN. (620) AT RIVINGTONS TO TURN. (621) AT RIVINGTONS TO TURN. (622) AT RIVINGTONS TO TURN. (623) AT RIVINGTONS TO TURN. (624) AT RIVINGTONS TO TURN. (625) AT RIVINGTONS TO TURN. (626) AT RIVINGTONS TO TURN. (627) AT RIVINGTONS TO TURN. (628) AT RIVINGTONS TO TURN. (629) AT RIVINGTONS TO TURN. (630) AT RIVINGTONS TO TURN. (631) AT RIVINGTONS TO TURN. (632) AT RIVINGTONS TO TURN. (633) AT RIVINGTONS TO TURN. (634) AT RIVINGTONS TO TURN. (635) AT RIVINGTONS TO TURN. (636) AT RIVINGTONS TO TURN. (637) AT RIVINGTONS TO TURN. (638) AT RIVINGTONS TO TURN. (639) AT RIVINGTONS TO TURN. (640) AT RIVINGTONS TO TURN. (641) AT RIVINGTONS TO TURN. (642) AT RIVINGTONS TO TURN. (643) AT RIVINGTONS TO TURN. (644) AT RIVINGTONS TO TURN. (645) AT RIVINGTONS TO TURN. (646) AT RIVINGTONS TO TURN. (647) AT RIVINGTONS TO TURN. (648) AT RIVINGTONS TO TURN. (649) AT RIVINGTONS TO

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE

THESEUS 4th Sept. London, Rotterdam & Antwerp
RHESUS 11th Sept. London, Rotterdam & Hamburg
TEIRESIAS 25th Sept. London, Amsterdam & Antwerp
LAOMEDON 2nd Oct. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

NINGCHOW 7th Sept. Genoa, Marseilles, Liverpool & G'gow
HECTOR 25th Sept. Liverpool & Glasgow
KT. TEMPLAR 2nd Oct. Marseilles, Havre & Liverpool

PACIFIC SERVICE

INION 29th Aug. Victoria, Seattle & Vancouver
TALITHYBIUS 19th Sept. via Suez or Panama

NEW YORK SERVICE

TITAN 5th Sept. via Suez
PHEBUS 5th Oct. via Suez
AGAMEMNON 25th Oct. via Suez

PASSENGER SERVICE

TEIRESIAS 25th Sept. for Singapore & London
PYRRHUS 1st Nov. for Shanghai & Japan
PYRRHUS 4th Dec. for Singapore & London

For Freight and Passage Rates and all Information Apply to: BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship "TRACIA" From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSANA, ADEN, COLOMBO, PENANG and SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 2nd. prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

S.S. "AMAZONE"

Consignees of Cargo from Marseilles in connection with the above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signed, Goods remaining unclaimed after the 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday the 24th inst. at 10 a.m.

No Fire Insurance has been effected.

A. JOBARD,

Actg. Agent. Hongkong, 18th. Aug., 1922.

NOTICE TO CONSIGNEES.

JAVA PACIFIC LINES.

From SAN FRANCISCO, PORTLAND & LOS ANGELES.

The Steamship "TIKARANG"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 30th. Aug., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 23th. August 1922, at 10 a.m. by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LINES.

Agents. Hongkong, 23rd. Aug., 1922.

NOTICE TO CONSIGNEES.

S.S. "SHANTUNG"

DRIVEN ASHORE AT SWATOW 2nd/3rd. AUGUST.

Consignees of cargo on the above steamer are hereby notified that in consequence of General Average Expenses and/or Sundry Charges on cargo having been incurred, they will be required to sign an Average Bond at the offices of the Under-signed and to pay a deposit of 5% on the value of their cargo before delivery can be granted.

Cargo will be forwarded to Hongkong per s.s. "Ningpo" or other Company's steamer.

Messrs. Goddard & Douglas have been appointed to survey all damaged cargo.

BUTTERFIELD & SWIRE

(John Swire & Sons, Ltd.) Agents, China Navigation Co., Ltd.

REOPENING OF SIBERIAN LINE.

The Express to Moscow.

Harbin, Aug. 3. Having in view the expected reopening of the Trans-Siberian Railway route, the C.E.R. Administration is busy collecting the necessary material. The Wagon-Lits Co. has given some particulars about the cost of travelling from the Far East by steamer and the estimated cost of the journey by the Trans-Siberian route and the comparison is highly interesting to those who have to take into consideration both time and money.

According to the Sleeping Car Co's statement, the company sells over 3,000 tickets of all classes every month in its Far Eastern branches, the fares from Shanghai to Marseilles being 1,400 gold roubles first-class, 925 roubles second-class and 365 roubles third-class. On the average, the journey takes 45 days. The estimated cost from Harbin to Paris first-class is 500 roubles first-class, 400 roubles second-class and 350 roubles third-class and the time taken will not exceed 18 days. As the difference in cost and time is so considerable, it is possible that, as soon as communication is reopened, the express trains will be filled to their utmost capacity and it will be necessary to book well in advance.

An acquaintance who has just got back from Chita informs me he was at the station when the first of the direct fast trains, which are running fortnightly only at present, arrived from Moscow. Passengers by it had no ground for complaint, all seats being numbered and a restaurant being attached. The make up of the train differed in no way from that of the old State Express and the carriages were clean and comfortable.

[A recent telegram states that the Siberian railway will have to cease running for want of fuel.]

The Best Family Investment

THE VICTROLA.

Is a money saver to all

MOUTRIES.—Exclusive Distributors.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.
—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS:—"TAIKOO DOCK" HONGKONG.

TELEPHONE NO. 22.

CALL FLAG: "C" OVER "ANS PENNANT"

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

THE ORIGIN OF THE CHINESE.

Prof. Buxton's Researches.

Shanghai is one of the great ports of the world, and the leading port of China not infrequently entertains angels unawares. Distinguished visitors are numerous, but they are not always hailed with a blast of trumpets and the waving of flags. A few days ago Professor L. H. Dudley Buxton, lecturer at Oxford University on Physical Anthropology, arrived in Shanghai from Peking, and, after quietly prosecuting his inquiries into the subjects of his special interest, departed yesterday for Hongkong.

Fortunately our representative was able to secure an interview with the learned anthropologist. Professor Buxton is travelling round the world upon the Albert Kahn Travelling Fellowship, and his purpose is to make a special study of the religious, social, political and economic conditions of various countries. He is especially interested in the biological basis of these conditions. In other words he is studying the natural history of man and its significance in connection with man's manifold activities. To him, as to many modern anthropologists, the physical characters of man are a more certain guide to his origin and inter-relationships than his languages and cultures. Professor Buxton belongs to a new school mainly composed of British scientists who may be known as the biometricians.

DETECTION BY MEASUREMENT.

Biometry is one of the latest developments in the larger sciences of biology, and, as its name suggests, it has to do with the systematic measuring of living organisms, and their parts, with a view to solving many problems connected with them, their distribution, and inter-relationships. Briefly, biometry may be described as the science of basing deductions upon the accurate measurements, and comparison of same, of numerous specimens of living organisms.

It has been found, for instance, that while a pure Chinese, and a pure Mongolian may bear considerable exterior physical resemblance to each other, the moment the biometrician gets to work upon them they can be detected infallibly for what they

are. Thus a man who claimed to be a Mongol was measured, and the measurements made him out to be a Chinese. On closely cross-questioning this individual it was found that he was in fact a Chinese, and a Mongol only by adoption and courtesy.

THE ORIGIN OF THE CHINESE.

The learned Professor, who by the way is a surprisingly young man (this is the young man's age, if ever there was one), left England about a year ago, and has been through Canada, the United States, Mexico, Japan—including the important island of Yezo, or Hokkaido, where he had the opportunity of investigating the Ainu Mongolians, and North China. He has been in the last named country since April, and has been working mainly in the vicinity of Peking. In this connection he wished to lay special emphasis upon the importance of the work being carried out by the Chinese Government under the capable management of Dr. V. K. Ting, Director of the Geological Survey, and Dr. W. C. Anderson, curator of the Geological Museum in Peking.

From Hongkong and Canton, where he hopes to see something of the Hakka, or aborigines, Professor Buxton intends journeying to Java, the Malay States, Ceylon, India, Egypt, and so back to England, by which time he will have made a very comprehensive survey of the race of mankind. Having in mind the recent controversy in the North China Daily News between Mr. A. de C. Sowerby and "Zadoc," Professor Buxton was asked whether or not he considered the Chinese and ancient Egyptians in any way connected. His reply was that there is not a particle of evidence whatsoever of any connection between the two very distinct races. He further agreed with the theory put forward by Mr. Sowerby that the Chinese civilization arose out of a primitive state where it now is, though, at present, the origin of the Chinese is wrapped in mystery. Though there was a real stone age in China, it was neolithic, and up to the present no evidence has been found of a paleolithic age such as existed in Europe. The Bronze Age in China appears to be of the greatest significance.

SCIENCE SERVANT OF POLICY.

Finally Professor Buxton expressed the desire to lay particular stress upon the political importance of anthropological study in

China, for in it lies the key to many a problem that is causing strife and misery in the land. In other words a knowledge of the natural history of the human animal is of the greatest importance if he is to be governed properly.

Professor Buxton is particularly anxious that Chinese students should take up the study of anthropology and work upon that of their own country, and he made the statement that for any such students there is no need to write to him or Oxford University in any but the Chinese language, as all those who do so will receive replies in Chinese. He has made a study of many languages, including Chinese, which he considers of extreme importance in his work.—N.C. Daily News, Aug. 11.

HOW IS YOUR APPETITE?

Signs You Should Watch For.

Loss of appetite, distress after eating, shortness of breath, a feeling of utter weakness—these are symptoms that are familiar to most sufferers from stomach trouble. The tonic method of treating disorders of this kind does not aim to do the work of the stomach, but builds up the weakened organs so that they can do the work that nature intended. This is accomplished by improving and increasing the blood supply, and for this purpose there is nothing to equal Dr. Williams' pink pills. By their action in enriching and increasing the blood, these pills correct serious stomach disorders, and revitalize the nervous system. For indigestion, nervous headache, rheumatism, and all forms of weakness and debility caused through thin blood, Dr. Williams' pink pills are recommended, even if ordinary remedies have been tried without relief.

Remember that Dr. Williams' pink pills make new blood, restore shattered nerves, and carry health and vigor to every organ and fibre of the body. Write to-day to the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, for a free copy of the booklet "What to Eat." It contains useful information about your diet.

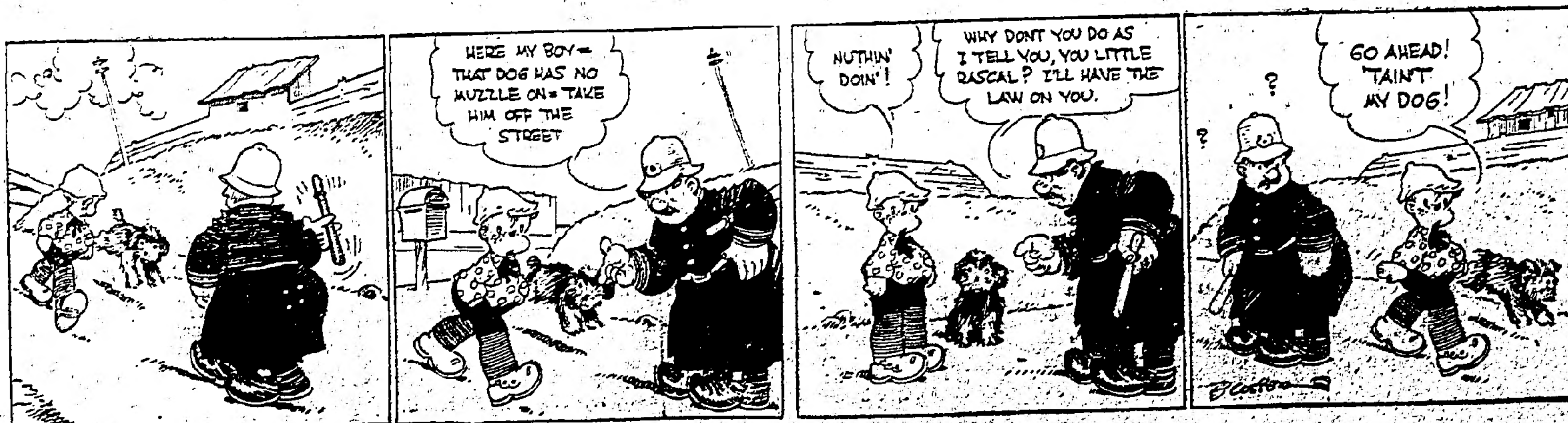
Do not waste time; but begin Dr. Williams' pink pills now. Or, dealers; or direct from above address, \$1.50 per bottle, \$3.00 for 6 bottles, post free. For men and women too.

HIMMROD'S
ASTHMA CURE
Over 40 years ago the late Lord Beaconsfield testified to the benefits he received from Himmrod's Asthma Cure, and every post brings similar letters to-day. FAMED FOR 50 YEARS.
Sole and only of London and Paris, France, and all other countries.

FRECKLES AND HIS FRIENDS

Defying the Law

BY BLOSSER



JOHN DEWAR & SONS LTD.
Perth, Scotland

By Royal Appointment to His Majesty
the King.

WHITE LABEL
FINEST SCOTCH WHISKY
OF GREAT AGE

Awarded 50 Gold and Prize medals.

Agents,

A. S. WATSON & Co. Ltd.

WINE & SPIRIT MERCHANTS
Established 81 Years.

"How the Old Folks
did enjoy it!"



FOR many a happy hour will
the old folks sit and listen
to the new Victrola, as it sings
for them once again the tender
and affecting songs of other
days. The young folks will
love it too—for it will awaken
and stimulate them with all
that is best in the music of
today and tomorrow.

S. MOUTRIE CO. LTD.

Exclusive Agents.

ESTABLISHED
1850.

LANE, CRAWFORD, LTD.

GOLF HOSE

WITH GARTER AND
FLASHES TO MATCH.

MAY BE HAD IN SMART BOLD CHECKS, PLAIN
HEATHERS, AND PLAIN COLOURS WITH
FANCY TOPS.

VARIOUS WEIGHTS INCLUDING AN EXTRA LIGHT.

PRICES \$4.50 TO \$9.50

AGENTS FOR McAFEE'S GOLF SHOES FOR
BOTH MEN AND WOMEN.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

AT

CAFE WISEMAN.

SUNDAES, PUNCHES

ICE CREAM SODAS

ALL FLAVOURS.

BEST SERVICE, HIGH QUALITY, LOW PRICES.

LANE, CRAWFORD, LTD.

MECHANICS

HAND
TOOLS



MACHINES

and
TOOLS
for
SHEET
METAL
WORK.

MUSTARD AND CO.

Distributors.

Hongkong and China.

Tel. No. 1186.

The Telegraph.

HONGKONG, 24th August, 1922.

GREATER HONGKONG.

Many of the good folk at
Home think of Hongkong purely
as an island, oblivious to
its extension to the mainland.
First by the cession of the strip of
land known as Kowloon Point,
and later by the lease of the New
Territories. How the original
Colony has expanded is brought
out in the Annual Report just
issued by the Government. In
1881 the population of the main-
land area was only 9,021; during
the last decennial period the
numbers have increased by 55,951
or 82.96 per cent. so that to-day
the inhabitants easily aggregate
six figures.

Already the European-occupied
area spreads out beyond the
ceded territory, and building
schemes are now afoot farther
out. As the report observes,
during recent years great and
rapid development has taken
place on the peninsula, ex-
tensive garden lots have been
converted into building sites and
rapidly built over, low-lying
areas have been filled in by
utilising earth from levelling
operations at other spots, and the
area available for construction
purposes is being enlarged by
shore reclamation. Even this is
insufficient for the fast-growing
requirements, hence the building
schemes that have been under
discussion, in connection with
which the construction of a
tramway on the mainland is in
contemplation. Within recent
weeks a plan has been an-
nounced for a large hotel as
well as the Peninsula Hotel
to be erected by the Hong-
kong Hotel Co. A site for
the Y.M.C.A. building has also
been chosen, and the fact that
the Government projects a ferry
in addition to the existing one
indicates that the authorities
have faith in the continued
growth of the Colony. Flats
have been run up wholesale
in Kowloon of late years,
but there seems to be no
cessation in the demand, all
of which testifies to the pro-
mising outlook for Greater
Hongkong.

A Suggestion.

A suggestion has been made to
us with regard to the coming
yachting season which we have
much pleasure in passing on to
the people concerned. It is that
a regatta be arranged in the near
future at Castle Peak, a spot
which has become growing-
ly popular in recent years. At
the present time, large crowds of
bathers motor out to this main-
land resort, where numbers of
bathing sheds have been erected,
and we feel sure that a regatta
held there, to include, beside
sailing events, rowing and
swimming contests, would be an
excellent move. It would provide
a new venue for yachtsmen and,
moreover, would introduce many
who do not know the place to one
of the Colony's most attractive
beauty spots. Provided arrange-
ments were made to run a num-
ber of motor buses, such an event
should be very largely patronised,
and it would add a new feature
to life in Kowloon, the residents
of which would doubtless turn
out in large numbers. We com-
mend the suggestion to the Yacht
Club, in the hope that before the
cold weather really sets in it may
be possible to arrange a big week-
end event at this charming spot.

Close as Ever.

From the limited data afforded
by the table, it may be inferred
that Yorkshire obtained a big lead
over Surrey, Sutcliffe scoring 232
off his own bat. Unfortunately
for the county of the White Rose,
the result does them little good,
owing to the method of scoring in
respect of the first innings. In
consequence, the southerners still
top the table, with 81 points out of
a possible 110, giving an average
of 33.6, against Yorkshire's 97
points out of a possible 135, an
average of 71.8. If Surrey obtain
one win from their remaining two
matches, it will be no small task
for Yorkshire to annex the
championship. The latter have
three matches to play, all away,
and to pass Surrey they would
need to win at least two outright.
Throughout the season, despite
the Ovalites' prominent position,
it has been manifest that Yorks
are the better all-round side, and
it will be hard luck for them if
they are just beaten for first
place after gaining a strong
advantage on Surrey's ground.
On the other hand, it may be
said that it is the Southerners
turn to be favoured, seeing that
they were rather unfortunate in
not winning the championship
during the preceding two seasons.
But the end is not yet.

Ireland's Loss.

The new administration in Ire-
land has suffered a heavy loss by
the assassination, following so
closely on Mr. Griffith's sudden
death, of Mr. Michael Collins.
Thus has the Free State been
robbed of its two greatest and
most able leaders, just at a
moment when it seemed about to
suppress the insurgents and set
affairs in Ireland on a sound and
permanent basis. Indeed, it
is said that Mr. de Valera had realised the
impossibility of founding a
Republic and was about to
advise the irregulars to lay down
their arms and agree to demon-
strate their ideals by constitu-
tional means. Mr. Collins was
undoubtedly the brains of the
new Free State Government—a
man whose statesmanship was
loudly praised even by his former
enemies when the Treaty was
signed in the latter part of last
year. He was fearless and a true
patriot. That he should have been
murdered by his own countrymen
after, as one of the wires puts
it, many hair-breadth escapes
when fighting against the British,
adds grim irony to the tragedy
which has deprived the country
of one of her ablest sons. It
is sincerely to be trusted that
in spite of the double loss
which the Free State has
just suffered, there will be others
ready and able to carry
on the good work of assuring
lasting peace to Ireland. But
one cannot contemplate this
latest outrage without holding
doubts and fears for the future.

NINE WOMEN SERVING ON ONE JURY.

Women formed the majority of
the jury in two important trials
heard in Scotland. Nine were
on the panel at the trial at
Jedburgh of a squire and his wife,
who are charged with setting fire
to their mansion. At Edinburgh
seven women jurors were em-
panelled for the trial of two
merchants charged with income-
tax fraud.

DAY BY DAY.

SUCCESS IS GETTING WHAT
EVERYONE ELSE WANTS: HAP-
PINESS IS GETTING WHAT YOU
WANT.

There was a clean bill of health
in the Colony yesterday.

The Chip Shing reports having
passed a derelict junk in lat. 26.42
N., long 120.51 E.

The Canton Municipal Depart-
ment has ordered that the
wharves in Canton be recons-
tructed.

The Canton Municipal Council
is about to resume its functions,
and it is said that the question
of road construction will be taken
up.

At the Marine Court, before
Comdr. Beckwith, this morning,
the master of a trading junk was
fined \$10 for anchoring in such a
position as to obstruct the central
fairway.

Mr. Henry Chayer Lyon, a
resident of the King Edward
Hotel, was injured last night in a
motor-car accident, occurring at
about 9.30 in Des Voeux Road
Central, near the Supreme Court.
Mr. Lyon was knocked down by
the car, which passed on before its
number could be noted. The
victim is now at the Government
Civil Hospital with an injured face.

Commencing to-morrow (Fri-
day), a most delightful comedy-
drama by Avery Hopwood will be
screened at the World Theatre.
It is entitled "The Little Clown,"
and it is noteworthy for the
atmosphere of realism it reflects
—the circus crowds, the balloon
hawkers and the thrilling things
seen in the big marquee. The
children of this Colony will cer-
tainly enjoy this film, and parents
will be well advised to give the
youngsters a treat by taking
them to see what is a clean and
very jolly film.

PEKING NEWS.

A Peking telegram states that
Chang Tiao-lin has wired in strong
terms to Tso Kwan demanding to
know why the troops in Yue
Kwan are being increased.
Another Peking message states
that a telegram from Wu Pei-fu
protests against Tang Shao-yi
forming a Cabinet and recom-
mends Sun Fung-ye as the
Premiership.

FALSE PRETENCE CASE.

Well-to-Chinese Chinese
Victimised.

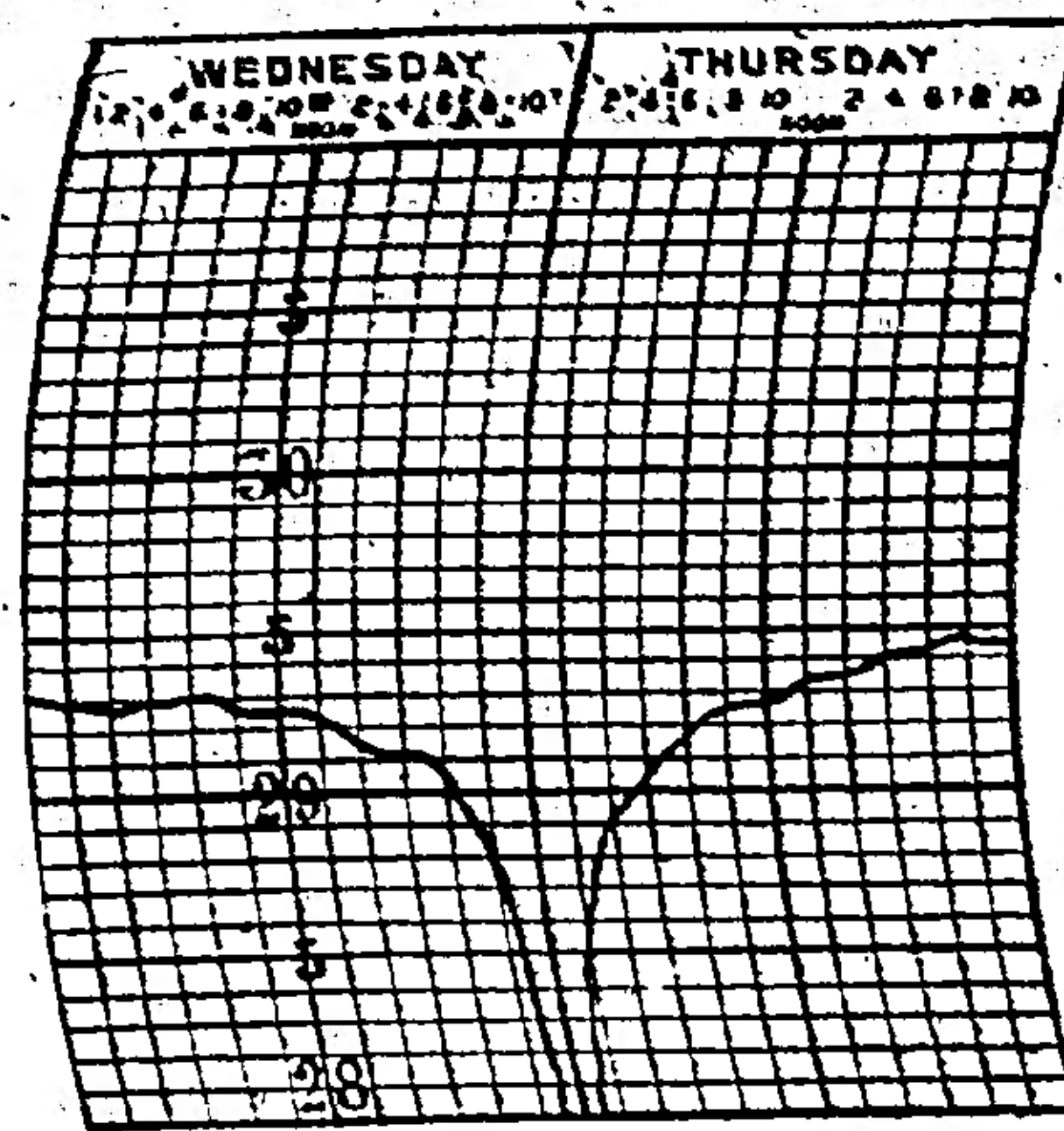
An ingenious method of
"raising the wind" is revealed
by disclosures following the
arrest of a young Chinese named
Chung Ho, who appeared before
the Magistrate this morning on
four charges of obtaining money
by false pretences.

The prisoner is alleged to have
visited houses of well-to-do
Chinese on the middle levels and
to have obtained various sums of
money by representing that he
came from the Sanitary Board
with orders that each of the ten-
ants should take a dustbin of a
new approved type and pay a
deposit of anything from \$25 to
\$30, which would be deducted
from the next rates they
were called upon to pay.
Money is alleged to have
come in fast and freely
to the benefit of the prisoner
as in the majority of cases he is
said to have had no difficulty in
convincing his "clients." The time
came, however, when an unduly
suspicious victim insisted on
having a receipt properly signed
by the Sanitary Department, and
as Chung could not refuse the
request there and then without
bringing suspicions to a head, he
had to agree to let the servant
deputed by the victim accom-
pany him to the Sanitary Board.
But on reaching a door, Chung
gave the servant the slip. Three
days later the police got on
Chung's track and arrested him.
At an identification parade he
was recognised by the following
people, whom he is alleged
to have defrauded:—Peter Yuong,
No. 9, Conduit Road (\$25);
Tso Sin-sang, \$50; Man Siu-
Hon, \$30; Kwok Siu-Yung,
191 Queen's Road East, \$5.
As regards the first count, the
prisoner said he received only \$5
from Peter Yuong. The others
he fully admitted, though he
denied having used the name of
the Sanitary Board.

A remand for a week was
ordered to enable evidence to be
heard from the various victims.

THE SWATOW TYPHOON.

Phenomenal Drop in Barometer.



What is probably one of the most interesting
barograph charts ever made, is that reproduced
above. The recording instrument was on board the
s.s. Song Ma in Swatow Harbour during the dis-
astrous typhoon of the night of August 2nd, and the
chart shows the phenomenal drop in the barometer.
In the short space of two hours the needle fell to a
point lower than that provided for by the makers of
the instrument, the actual reading—recorded by
other barometers—being as low as 27.90.

Copies of the above chart have been sent Home
to the makers and others interested in the science of
recording barometric pressures.

U.S. RADIO NEWS.

The Tariff Bill Fight.

We are indebted to the U.S.
Consul-General for the following
items received by radio on the
U.S.S. Tracy.

Baseball.

National League:—Philadelphia
3, Pittsburgh 4; Brooklyn 3,
Chicago 4; New York 7, Cincin-
nati 3.
American League:—St. Louis
6, Boston 4; Cleveland 6, New
York 2; Detroit 6, Philadelphia 4;
Detroit 17, Philadelphia 3; Chicago
2, Washington 4; Chicago 3,
Washington 0.

New York.—James Bagby,
former star pitcher of the Cleve-
land Indians, has been operated
on for appendicitis. Manager
Speaker said Bagby will not be
able to pitch again.

"Pork Barrel" Legislation.
Columbus.—Senator Pomerene,
in a speech giving the keynote of
the Democratic State Convention,
predicted a democratic victory in
November. He criticised the
Tariff Bill as the greatest piece of
"pork barrel" legislation in the
history of Congress.

Prohibition Officer Denounced.
Washington.—Representative
Hill has sent a letter to Secretary
Mellon requesting the removal of
Federal Prohibition Commis-
sioner Haynes, whom Hill has
charged with defrauding the
Government and using the official
mail for sending personal and
political propaganda in the in-
terests of the Anti-Saloon League.

The Coal Industry.
Washington.—The first step
towards meeting President Har-
ding's recommendation for invest-
igation of the coal industry was
taken when the Senate Labour
Committee favourably reported
on the Borah Bill to establish a
Federal Commission for an
exhaustive inquiry and present-
ation to Congress.

Good Odds.

Deauville.—Americans visiting
this fashionable resort made
financial hay while the sun shone
yesterday by backing "American
Beauty" ridden by the American
jockey, Frank O'Neill, at odds of
forty to one, when "American
Beauty" romped home to victory.

Germany's Refusal.
Berlin.—The Chancellor has sent
a note to the Allies stating that it
is impossible for Germany to pledge
the State forests and mines in the
Ruhr district as guarantees for
Reparations payments.

Higher Wages.
Philadelphia.—The Midvale
Steel and Ordnance Co. has
announced that they would
follow the lead of the United
States Steel Corporation and
increase employees' wages.
Youngstown (Ohio).—It is
announced that the Youngstown
Sheet and Tube Co. will raise
wages 20 per cent. beginning
September 1st.

The Tariff Bill.
Washington.—The House has
sent the Tariff Bill to conference
to settle 2,436 differences between
the House and Senate. The
Democrats assert that the Bill
will not be reported before the
elections.

TO-DAY'S MISCELLANY.

The Scot has long held the re-
putation of being a person who
is careful to see that he gets full
value for every penny he expends.
In the matter of long tram-
way journeys in the principal
cities of his native land it is
contended that he gets
better value for his money
than in any other part of the
kingdom. For a considerable
time Glasgow has held the record
—in Scotland, at any rate—of
giving the longest tramway run
for a penny, the distance for this
amount being one mile and 264
yards. But Aberdeen comes for-
ward with the claim that it gives
better value, the distance in the
Granite City for a penny being
one mile and 422 yards. For the
same money Dundee gives 994
yards and Edinburgh 931 yards.
The London County Council
trams before the war gave longer
penny runs than any of these, but
the distances have been greatly
curtailed.

The twentieth anniversary of
the foundation of the Order of
Merit has been discussed recently
but I have not noticed, writes a
correspondent, that what appears
to be the first suggestion of the
decoration has been recalled. It
is to be found in the novel of Bea-
consfield's old age, "Eudymion."
The disappointed journalist climber,
St. Barbe (intended, as the
old statesman's contemporaries
insisted, for Thackeray), remark-
ed one day to Eudymion: "Now
tell your master, Mr. Sidney
Wilton, that if he wants to streng-
then the institutions of this
country the Government should
establish an order of merit, and
the press ought to be represented
in it." One half only of Dizzy's
scheme has been adopted. Later
Governments have assumed that
magnates of the press are better
suited with the Garter-like sort
of title, with "no damned merit"
attaching to them.

The Afghan military au-
thorities have taken space in the
newspapers of their country and
are making novel use of it. (How
many people know Afghanistan
had a Press.) The principles of
military training, as they appeal
regularly advertised. Since the
agreement between Britain and
the Ameer there has been much
in the Indian papers about the
internal conditions of Afghan-
istan, pointing to unusual
developments. Education, trade
and militarism are all being push-
ed. The newspaper campaign
for the army is directed solely at
officers. They are told that "the
dignity, gravity and grandeur of
an officer who stands in front of
a line have an admirable effect
on the men, and they imitate
him." The officer is enjoined to
pay attention to gymnastics, the
use of the bayonet, skilful riding
of bicycles, and the driving of all
kinds of vehicles. Finally, he is
expected to create "perpetual
love and longing in the hearts of
his subordinates." It is an an-
tithetical code.

DEMOCRATIC RULE IN LOCAL GOVERNMENT.

Japanese Landlords and their Farmer Tenants.

Influenced by the labour trouble in the large cities, the troubles on the land have continued to develop and the tenants are now not only asking the landlords for reduction in rent but are also trying to secure the governing authority in the parishes. Now that the election law of the members of Village Assemblies has been revised and the separation of the members of the Village Assemblies into classes has been abolished, tenant farmers have commenced movements at various places to get control of the parishes. According to the Hoki, a perfect tenant government has been organised at Mikami-mura, Yana-gun, Aichi-ken. For many years, troubles between tenant farmers and landowners were very serious in the parish and Mikami-mura was noted as the most difficult parish to govern. Some time ago, Dr. Soeda of the Roshu Kyocho-kai, and Dr. Sano of the Imperial University proceeded to the parish to arbitrate between the landowners and tenant-farmers and to investigate affairs, but both of them were compelled to withdraw without securing any harmonisation between the views of the two parties. The trouble originated in the anger of tenant-farmers against the landowners who had long tyrannised over them, and finally the farmers succeeded in depriving the landlords of power.

In Mikami-mura, there are 222 families, and most of the land is under dry cultivation, rice-fields being scarce. The result is that farmers are compelled to buy 90 per cent. of their rice from other districts. Most of the fields are owned by a small number of landowners, and the rent levied on the tenants was for a long time in the proportion of three bales of rice per one tan of land. This rent had been paid for so many years that the farmers regarded it as immutable. In 1920, when the price of rice declined seriously, however, the landowners ordered the tenant farmers to pay rent in cash in the proportion of ¥35 per koku of rice, but afterwards when the price of rice again advanced, they withdrew this order and made the farmers pay rent again in rice. As the farmers were in difficulties even to get enough rice for themselves, they entreated the landowners to reduce the rent by 10 per cent but the demand was rejected. The situation made serious developments, but the district office finally arbitrated between the landowners and farmers and the trouble was settled amicably with a reduction of 4 per cent. in the rent. Afterwards when the question of construction of the high roads in the district arose, Mr. Akagawa, then chief of the village, was strongly opposed by the villagers and was compelled to resign from his post, together with all the members of the Village Assembly. As the successor of Mr. Akagawa, Mr. Sugiyama was appointed as the chief in 1921. Unfortunately, very poor crops were experienced at that time and the farmers commenced a movement to get the rent reduced by 30 per cent. Mr. Akagawa, Chairman of the Landowners' Association adopted a very strong attitude and requested the tenant farmers to return their land but the trouble ensuing drove Mr. Sugiyama from his position, though the chief of Yana-gun tried to arbitrate the matter. The trouble, however, was settled by mutual concessions.

At the beginning of June this year, the election of members of the Village Assembly was carried out. There were 113 tenant electors and only 31 landowner electors, with the result that the landowners were badly beaten. All the members of the Village Assembly being elected from the farmers and the positions of chiefs of the seven villages into which the parish is divided were all secured by the farmers. On the 20th, when the election of the chief of the parish was held, Mr. Obayashi, who belongs to the tenants' party, was elected. Thus the landlords have been brought entirely under the authority of the farmers. The authorities are inclined to regard the result as a miniature form of Soviet Government and to forget that the landlords still hold the real power, that is ownership of the land. As a development of local democratic government in the case is an interesting one.

THE FREEDOM OF THE SEAS.

How Britain is Affected by Abolition.

The practice of nations discriminating in favour of their own shipping against foreign competition seems to be a growing one. Perhaps the best pre-war example of this was Germany's successful efforts to monopolise the central and northern European emigrant traffic by means of control stations. Provisions inserted in the Treaty of Versailles should make this impossible in future, writes a correspondent in the *Journal of Commerce*.

The most favoured method for a State to assist its own shipping has been for it to reserve the coastwise trade to its nationals, i.e., to permit only ships carrying its flag to trade between ports, both of which are situated within its boundaries.

Nations which so far have discriminatory legislation of this nature are France, Portugal, Costa Rica, Peru, Colombia, Chile and the United States.

The latter country places a very wide interpretation on the definition of coastwise. Thus a vessel voyaging from Philadelphia to San Francisco, whether by way of Cape Horn or via the Panama Canal is considered to be in the coast-trade in spite of the fact that on both routes the vessel must pass the shores of nations not under the jurisdiction of Washington. Traffic, too, between the U.S.A. and Alaska is deemed to be coastwise, and the Jones' Act has also extended the definition of the term so as to embrace the Philippine Islands.

Next month Chile will be added to the list of those countries enforcing measures reserving the coastwise traffic for their own bottoms. This will prove of considerable hardship to those British lines and steamers which have developed a regular coastal trade along the West Coast of South America.

Discrimination of a different nature is found in Portugal, where the foreigner is made to pay harbour dues in gold, whilst the native owner pays in Portuguese currency, with the result that at the present rate of exchange dues on a British ship are thirteen times greater than on a Portuguese ship.

MOST FAR-REACHING MEASURE.

The most far-reaching of these measures, however, is that fore-shadowed by the Subsidy Bill now before the U.S. Legislature. By this bill preferential rates are to be granted on through shipments in U.S. ships, as well as deductions from income taxes of shippers of an amount equal to 5 per cent. of freight on all goods imported in U.S. ships, and also more liberal depreciation allowances in income tax returns on ships. All tonnage taxes are also to be doubled, and those collected on both foreign and U.S. ships are to be added to the merchant marine fund, which is to be credited by diverting 10 per cent. of all Customs' receipts. It is calculated that this, together with the doubled tonnage taxes, will amount to \$40,000,000 a year, and will be used as a subsidy to U.S. owned ships sailing the seas. By these and other measures it is hoped to divert a great proportion of both out-going and in-coming traffic to ships flying the U.S. flag. The freedom of the seas, therefore, is threatened with the following discriminations either in existence or contemplated.

France, Portugal, Costa Rica, Peru, Colombia, Chile, U.S.A.—reservation of coastwise shipping. Italy—restriction regarding emigrant traffic. Portugal—harbour dues payable in gold. U.S.A.—provisions of the Subsidy Bill.

Ports of the United Kingdom are free to ships of all nations, whatever their origin or destination, and our shipowners prefer to carry on, if possible, without any artificial measures designed to protect or stimulate the shipping industry. It is nevertheless not a matter which concerns shipowners alone, but one having a vital bearing on the commerce of the country. Discrimination against British ships ultimately means discrimination against British trade.

It should be borne in mind, however, that under certain sections of the Customs Consolidation Act of 1853, which are still in force, the power is given by means of Orders in Council to take measures of retaliation against unfriendly acts of other nations with relation to our shipping.

Proven best by every test
MOUTRIE PIANOS.

MOUNT EVEREST PARTY HOME.

"Can Only Be Climbed by Men Under Thirty."

Colonel Strutt, Dr. Longstaff and Captain Finch have arrived in England and have given the following account of the conditions on Mount Everest up to the time of their departure on June 5. After consulting with them it seems to the committee that the accounts which have so far reached this country from the expedition have erred considerably on the side of modesty and that Mount Everest is a much more formidable mountain than has so far appeared.

The cold, for example, was so great that even at Camp III, at the foot of Chang-la (North Col) the thermometer fell to 29 degrees below zero, that is 61 degrees of frost Fahrenheit, and the warmest night at this camp the thermometer registered only one degree above zero.

All three members speak in terms of the highest possible admiration of the Sherpa and Bhutia porters, and are most deeply grieved at the loss of seven of them which has just been reported. Nothing could exceed their pluck and endurance and the cheeriness with which they undertook their most trying work.

That they were able to be of such service to the expedition is due in a special degree to the tact and experience of General Bruce, Captain Geoffrey Bruce, and Captain Morris.

LIMIT OF ENDURANCE.

Dr. Longstaff reports that all members of the expedition were suffering gravely from the effects of the altitude, the cold and the very trying winds. They all went to the utmost limits of endurance and sometimes over-stepped it.

Colonel Strutt, who had spent 12 days running at over 21,000ft., including a visit to Chang-la over 23,000ft., was too done up to continue any longer near the mountain, and under medical advice had to return with Dr. Longstaff. Major Morshead and Captain Finch, the latter of whom, though he pluckily started on the final effort, was compelled to give up, being completely exhausted as a result of his great climb to an altitude of 27,300ft.

Major Morshead will, unfortunately, have to lose the last joints of three fingers.

The conclusion of all this party is that young men are required for climbing to any really high altitudes. At the same time much experience of snow conditions—and especially winter snow conditions—is necessary.

They think Mount Everest can undoubtedly be climbed, but the conditions must be perfect. There must be quite four days of fine weather, and the actual climbers should mostly be under 30 years of age.

Unfortunately, the present expedition had not more than two days' continuous of good weather.

PARLIAMENT OF SCIENCE.

British Association Meeting.

Arrangements for the nineteenth annual meeting of the British Association at Hull, which opens on September 6, are almost complete.

As usual, many fascinating aspects of modern science will be discussed.

Professor Sir C. S. Sherrington, the new president, has chosen for his address "Some Aspects of Animal Mechanism," a subject which positively bristles with attractive possibilities.

Last year at Edinburgh there was much speculation about the terrific unknown powers of the atom. This year Dr. F. W. Aston will deal with the same subject and will perhaps be able to carry it further.

SECTIONAL PRESIDENTS.

No subject is too large and none too apparently insignificant for the scientist. One of two evening "discourses" in the City Hall will be by Professor W. Garstang on "Fishing: Old Ways and New."

Among the addresses by sectional presidents, introductory to discussions, which often produce the most interesting results of the meeting, are:

Prof. G. H. Hardy—"The Theory of Numbers."

Prof. P. F. Kendall—"The Physical Geography of the Coal Swamps."

Dr. E. J. Allen on "The Progression of Life in the Sea."

Prof. F. Y. Edgeworth, "Equal Pay to Men and Women for Equal Work."

Mr. H. J. E. Peake—"The Study of Man."

DAIRY FARM NEWS.

FISH

Just landed direct from the Scottish Fisheries

Fillets	65 cents per lb.
Haddocks	60
Kippers	50

Canadian Salmon ... 65

LATEST TABLE DELICACY

Squab Chicken (Dry Plucked) ... \$1.00 each

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

"PHILIPS"



Louis B. Mayer presents his big super special

THE WOMAN IN HIS HOUSE



You have taken away my love, my happiness—you shall not have my child.

A MASTERPIECE THAT HITS NEAR HOME IF "THE WOMAN IN HIS HOUSE" BRINGS ONE HUSBAND AND ONE WIFE TO HAPPINESS TOGETHER THEN IT IS THE ONLY MOTION PICTURE IN THE WORLD!

No more sweeping or powerful explanation of the divine force of mother love has ever been penned. It reveals as more convincing and moving from the power of its treatment than "The Miracle Man." The production can readily be ranked with the few great pictures of the film world.—*Washington Post*.

THE CORONT

Lord Bledisloe—"The Proper Position of the Landowner in Relation to the Agricultural Industry."

At joint meetings of the sections the subjects for discussion include the present position of Darwinism, the possibility of increasing the food supply of Great Britain, and "Economic Periodicity." We are also promised some fresh light on the mystery of vitamins.

NATIONAL EDUCATION. Lord Haldane is to give an afternoon lecture on "The Ideal of Our National Education."

Members of the association are offered abundant hospitality by the citizens of Hull, and official invitations have been received from the municipalities, of York, Scarborough, Beverley, and Bridlington. The Yorkshire Philo-

sophical Society was the mother society of the association at its foundation in 1831, and its museum and grounds will of course be visited.

The citizens' lectures, which have become an attractive feature of meetings in recent years, are to be continued. Professor H. N. Turner is to speak on "Telescopes," Professor J. Arthur Thomson on "Creatures of the Sea," and Mr. F. Debenham on "The Antarctic."

SECRET OF THE MONASTERY.

J. T. SHAW

TEL. 692

CLEARANCE SALE

NOW PROCEEDING

BIG BARGAINS

ARE BEING OFFERED

IN THE TAILORING AND OUTFITTING DEPTS.

THEY ARE ALL FAR BELOW

ORIGINAL COST

NEXT DOOR HONGKONG HOTEL

Wm. Powell Ltd

TELEPHONE 3146

NEW STOCK OF



FOOTWEAR MADE IN SCOTLAND

ALSO

"SAXONE"

IN BROWN & BLACK BROGUE. THE SMARTEST OF SHOES FOR MEN. UNIQUE ASSORTMENT OF GOLF HOSE in UP-TO-DATE DESIGNS.

AT 10, ICE HOUSE STREET.

CAPE WINES

FROM J. SEDGWICK & Co., Ltd., CAPE TOWN

Claret

Drakenstein (Hock Style)

Sauvignon Blanc

Old Chateau Brandy

Santhagen Brandy

CALBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central.

(Telephone No. 73)

A sure cure for Prickly Heat and other skin irritation caused by the hot weather.

OUR PRICKLY HEAT LOTION & POWDER

50 cents and \$1.00

Obtainable only at

THE

THE COLONIAL DISPENSARY

Tel. No. 1877. 14, Queen's Road, Central. Tel. No. 1877.

WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48, Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP—2230

DINNER SERVICES, TEA SETS

FOR 12 PERSONS

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 444. Complete House Furnishings. 23, Queen's Road Central.

CAMERA NEWS



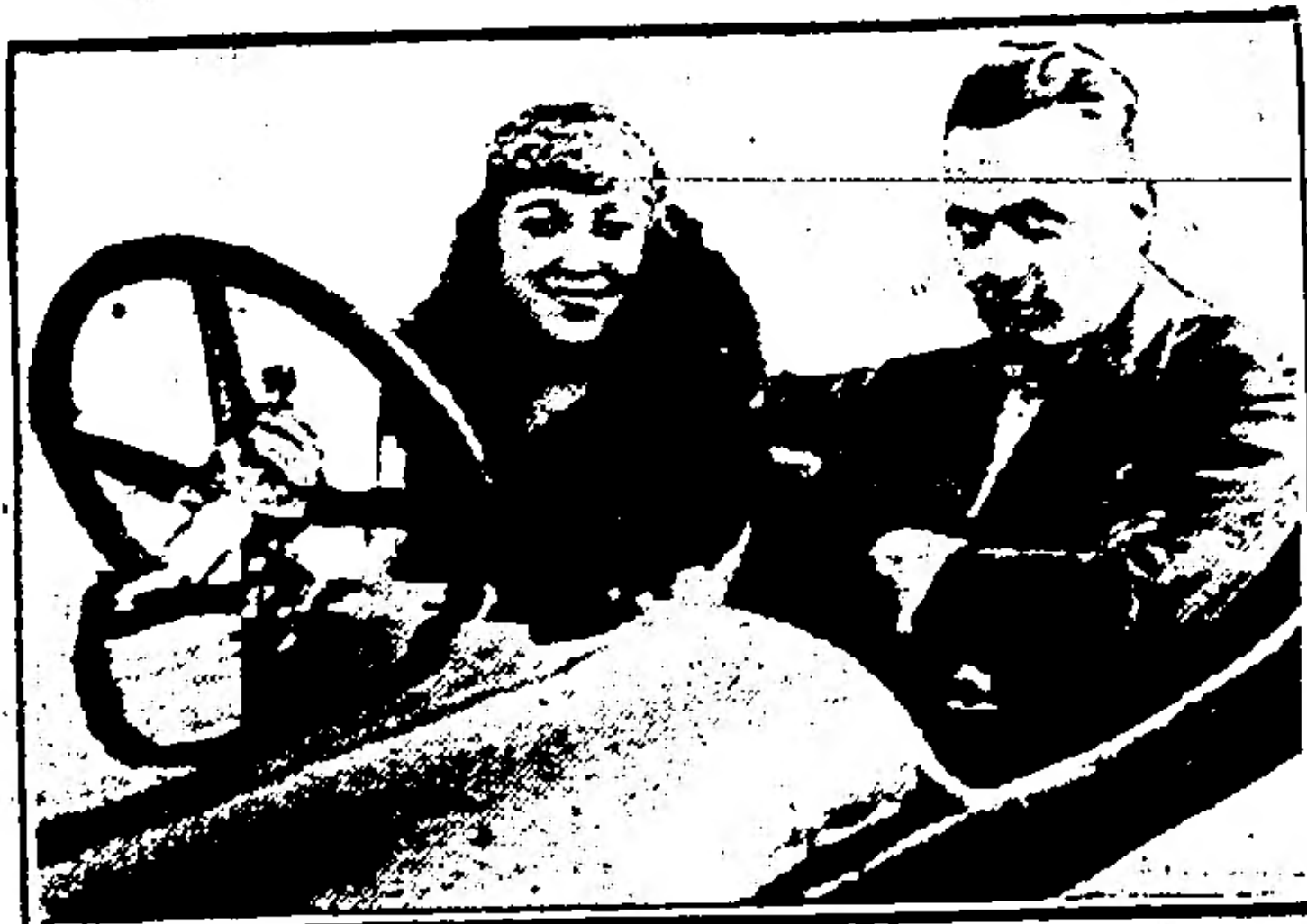
A. H. G. Fokker, who invented the airplanes used by Germany in the war, is demonstrating his new seaplane (below) to naval officials at Washington. Above he is operating his movie camera which requires no tripod.



The Passion Play—Jesus is questioned before Herod, Tetrarch of Galilee.



The Duke of Leinster, who for a bet recently drove a motor car from London to Aberdeen in record time. He is now to engage in a novel race across the Atlantic.



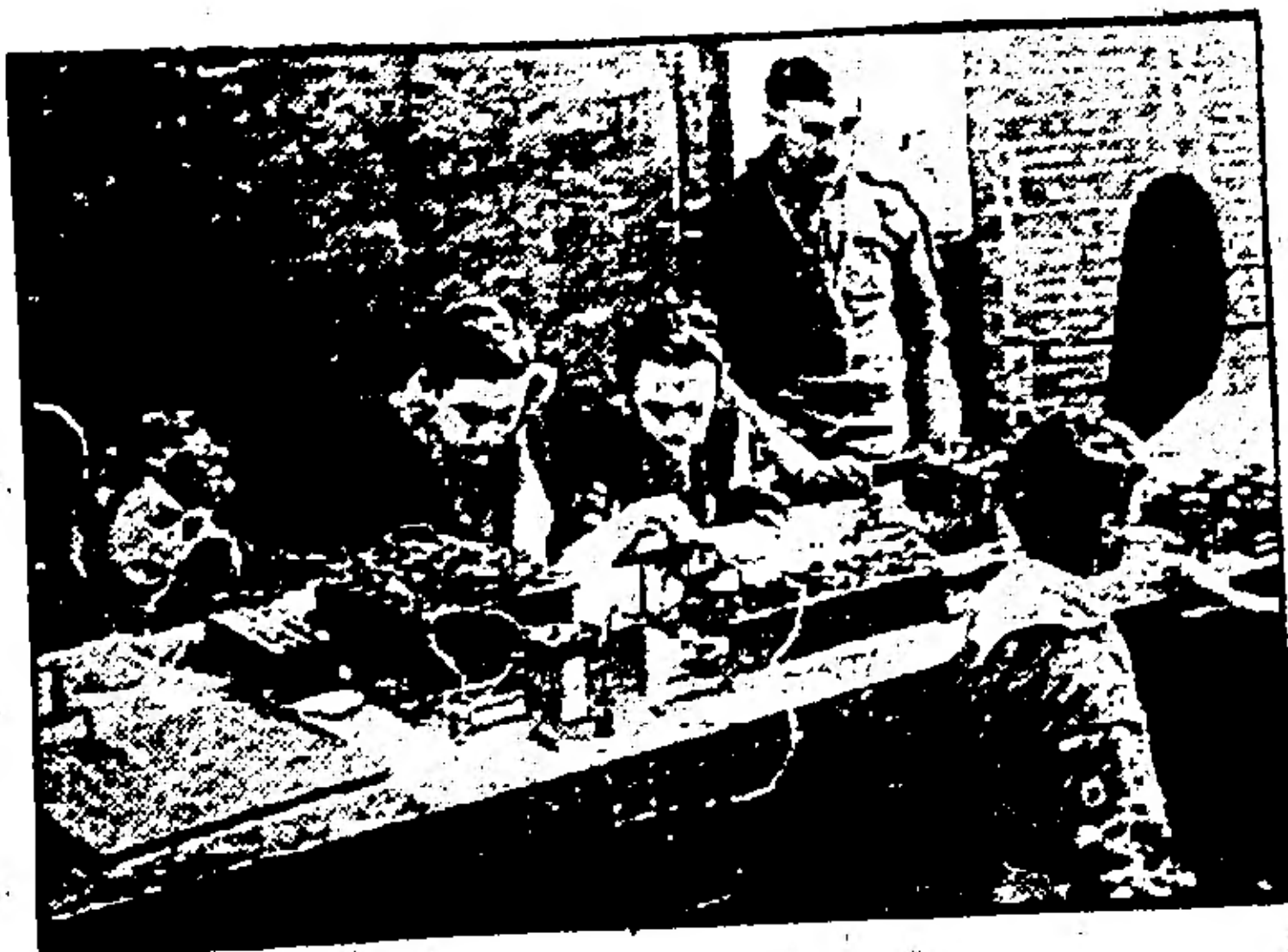
Mabel Normand and Prince Ibrahim, nephew of the Khedive of Egypt.



Here's John D. Rockefeller, the world's richest man, as he looked on his 83rd birthday anniversary.



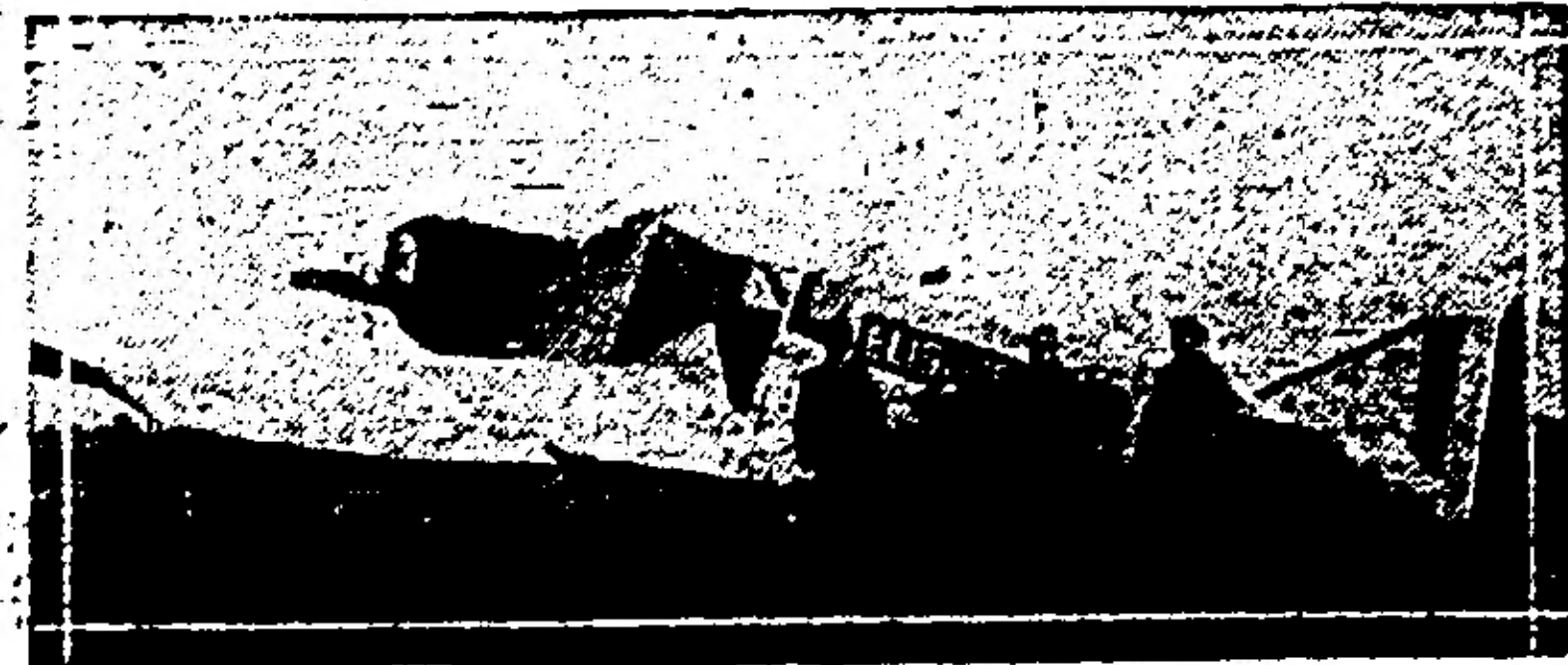
Theodore Roosevelt, Assistant Secretary of the U.S. Navy, waves his hat at the cheering crowd as he marches with the Elks at Atlantic City.



Here are a group of Boy Scouts at the Westminster City School learning the rudiments of radio under direction of their scoutmaster.



Four persons were killed and approximately 50 seriously injured when the Missouri Pacific "Scenic Limited" crashed head-on into a freight train at Kansas City. The picture was taken shortly after the disaster occurred.



The aeroplane in which Capt. Amundsen contemplates flying over the North Pole.

DOINGS OF THE DUFFS



Danny Had Been Cleaned Up.

BY ALLMAN

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal

	From	Due		From	Due
	H'kong	Vancouver		Canada	England
Empress of Australia	Aug. 26	Sept. 14	Empress of Scotland	Sept. 19	Sept. 26
Empress of Asia	Sept. 7	Sept. 25	Empress of France	Oct. 1	Oct. 10
Empress of Canada	Sept. 21	Oct. 9	Empress of Scotland	Oct. 17	Oct. 24
Empress of Russia	Oct. 5	Oct. 23	Empress of France	Oct. 31	Nov. 6
Empress of Australia	Oct. 19	Nov. 6	Empress of Scotland	Nov. 14	Nov. 21

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Attainment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard sleeping cars, Compartments & Dining rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752. Cable Address GACANPAC.



Reduced Fare to Europe U.S. \$350.00 First Class Throughout.

HONGKONG TO SAN FRANCISCO.

via SHANGHAI THE INLAND SEA JAPAN & HONOLULU.

THE PATHWAY OF THE SUN.

HERBIA M.	Aug. 31	TENYO M.	Oct. 4
TATYO M.	Sept. 9	KOREA M.	Oct. 18
SIBERIA M.	Sept. 23	SHINYO M.	Nov. 2

Calling at Yokohama and Shanghai.

Calling at Keelung.

HONGKONG TO VALPARAISO.

via MANILA, SINGAPORE, JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO.

MULLENDO, ARICA & IQUIQUE.

THRU TRANS-ANDERSON ROUTE TO BUENOS AIRES.

GINYO MARU ... Sept. 18th.

ANZO MARU ... Oct. 9th.

SEIYO MARU ... Nov. 19th.

For further information regarding passages, freight and rates apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Managing Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES & SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Apus"	Due Hongkong 24th Aug.
"West Ivan"	Leaves Hongkong 25th Aug.
	Due Hongkong 7th Sept.
	Leaves Hongkong 9th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

"Dewey"	Due Hongkong 4th Sept.
"Elkridge"	Leaves Hongkong 5th Sept.
	Due Hongkong 24th Sept.
	Leaves Hongkong 25th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED. For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor, Powell's Building.

General Agent for Japan-China-Philippines. Phone No. 3093.

Indo-China-Strait & Java. G. P. BRADFORD, Res. Agent.

CHINA MERCHANTS S. N. CO.

Sailings Subject to Alteration

SHANGHAI—Regular Passenger, Mail and Cargo Service to and from Shanghai. Excellent Saloon accommodation, Electric Fans and Light throughout.

Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

CHINA MERCHANTS S. N. CO.

LO SHUN WAN—Manager.



REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Heilow & Pakhei

S.S. "TAIKWA MARU" ... on or about 31st Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 31st Aug.

For further particulars, please apply to—

S. MITARAI, AGENT.

Branch Office, No. 37, Bonham Strand, West.

Top Floor, King's Building, Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

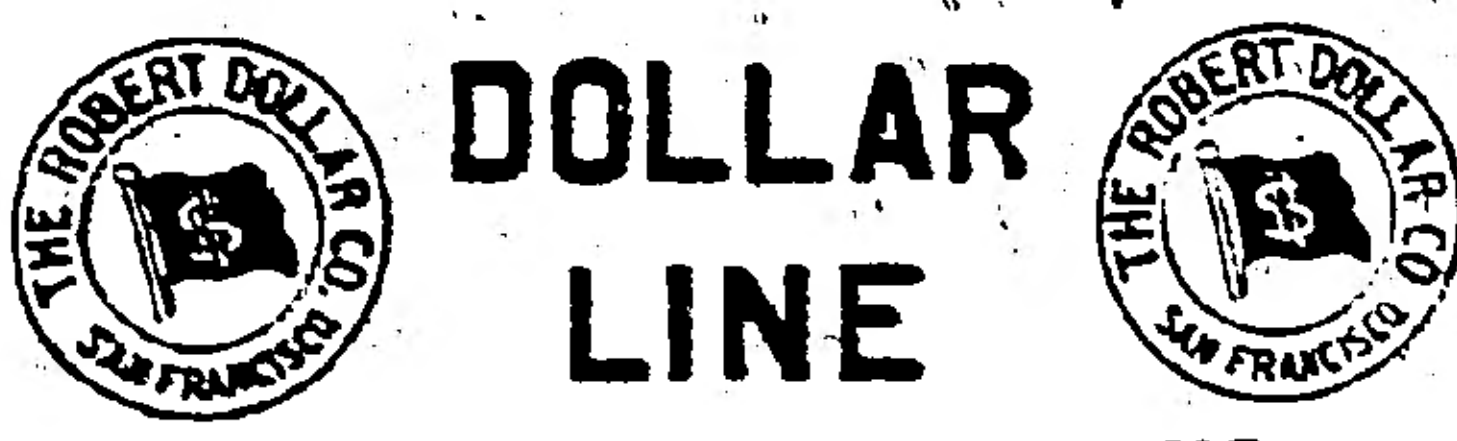
Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

Tel. No. 155.

PACIFIC SHIPPING.



SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York.

S.S. DIANA DOLLAR ... 22nd October.

For New York via Genoa, Marseilles and Boston.

S.S. M. S. DOLLAR ... 25th Sept.

For San Francisco and Vancouver.

S.S. GRACE DOLLAR ... 16th October.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

No. 4A Des Vaux Road, Ground Floor. Tel. 793 & 792.

NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailing in October.

For particulars Regarding Rates and Bookings Apply to

THE ROBERT DOLLAR CO.

Tel. 793-792. Gen. P. O. Building. Third Floor.



Operating the following U.S. Shipping Board Steamers

SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President Jefferson	For Seattle	Aug. 24	Sept. 12
President Madison	For Seattle	Sept. 7	Sept. 26
President McKinley	For Seattle	Sept. 21	Oct. 10

SPECIAL THROUGH RATE TO EUROPE \$635.50.

MANILA SERVICE

S.S. President Madison	Aug. 28
President McKinley	Sept. 11

SAIGON, SINGAPORE SERVICE

S.S. CADARETTA	
----------------	--

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

PASSENGER OFFICE: H.K. & Shanghai Bank Building. Telephone 2477 & 2478.

4, Des Vaux Rd. C., H.K. & Shanghai Bank Bldg. Ground Floor.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

Telephone 2477 & 2478.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "CORJISTAN"

"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$277.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. CHINA S.S. NILE S.S. NANKING

September 16th. September 30th.

JAVA SERVICE

HONGKONG TO AMOY, SINGAPORE & JAVA PORTS.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

S.S. CORJISTAN. To Singapore, Batavia, Semarang and Sourabaya. Aug. 29.

S.S. ARMANESTAN. To Singapore, Batavia, Semarang and Sourabaya. Sept. 15.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND.

S.S. (AITS & BURMA) ON INDIA, PERSIAN GULF, WEST INDIA, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, AND S.P.A. ROUTE, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
JEYPORE	5,500	23rd Aug.	Spore, Pang Cbo & B'way
DEVANAH	5,500	30th Aug.	M'les, London & Antwerp
NOVARA	5,500	13th Sept.	M'les, London & Antwerp
SOUAN	5,500	22nd Sept.	Spore, Pang, Cbo & B'way
MACEDONIA	5,500	27th Sept.	B'way, M'les, Ldon, A'werp
KALYAN	5,500	11th Oct.	M'les, London & Antwerp
MANTUA	5,500	25th Oct.	B'way, M'les, Ldon, A'werp

BRITISH INDIA-APCAR SAILINGS (South)

EGRA	5,500	23rd Aug.	Singapore via Amor.
G. APCAR	5,500	2nd Sept.	C'ta via Spore & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	31st Aug.	Manila, Thurs. Island, Cairns, T'ville, Brisbane, Sydney and Melbourne.
---------	-------	-----------	---

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

The P. & O. & E. & A. Lines are the only lines to call at all the ports mentioned above.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.

Through Cols of Lading issued to all Overland Common Points in U.S.A. & Canada.

ITO MARU (Nagasaki direct) Sat. 16th Sept. at 11 a.m.

SHIDEZUKA MARU Saturday, 30th Sept. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KATORI MARU Sunday, 3rd Sept. at 11 a.m.

ATSUTA MARU Friday, 15th Sept. at 11 a.m.

JAMBURG via DUNKIRK, LONDON, ROTTERDAM.

LIMA MARU Friday, 8th September.

LIVERPOOL via MARSEILLES & GLASGOW.

BENGAL MARU Thursday, 7th September.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU Tuesday, 19th Sept. at 11 a.m.

YOSHINO MARU Tuesday, 17th Oct. at 11 a.m.

NEW YORK VIA PANAMA.

LYONS MARU Middle of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KOMBAY via Singapore, Penang & Colombo.

WAK-SA MARU Friday, 25th August.

CALCUTTA via Singapore, Penang & Rangoon.

CSAKA MARU Friday, 18th Aug.

NAHASAKI, KOBE & YOKOHAMA.

YOSHINO MARU Friday, 15th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOKA MARU Monday, 23rd August.

AWA MARU (Calling Moji) Monday, 23rd August.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 6th Sept.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang & Colombo.

S.S. "TRACIA" Sailing on or about 5th September.

S.S. "PERSIA" Sailing on or about 25th September.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong. Leaves Hongkong.

TAIYUAN 23rd Sept. 27th Sept.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to—

Butterfield & Swire.

(JOHN SWIRE & SONS, LTD.)

Agents.

Telephone No. 36.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

Steamers. Sailing. City of Sydney 27th August. Shanghai, Kobe & Yokohama.

HOMWARDS.

City of Manchester 28th Aug. Marseilles, L'don, Antwerp & H'burg.

City of Florence 6th Sept. London, Antwerp, R'dam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

Sailings from Hongkong:—

For Steamers. To Sail.

BANGKOK Thong Samud 25th Aug. at 6 p.m.

For further particulars apply to—

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)

Agents.

Tel. 36.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuen-sang	Fri. 25th Aug. at 3 p.m.
STRAITS & Calcutta	Namsang	Fri. 25th Aug. at 3 p.m.
TSINGTAO via Shanghai Hopsang	Sun.	27th Aug. at noon.
HAIPHONG via Hainan Hopsang	Tues.	29th Aug. at d'light.
STRAITS & Calcutta	Hosang	Tues. 29th Aug. at noon.
BANGKOK via Swatow	Drufar	Tues. 29th Aug. at noon.
TIENSIN	Chipsing	Tues. 29th Aug. at 4 p.m.
TTAO via S'hai & S'hai Kwang-sang	Wed.	30th Aug. at noon.
KOBE	Kumsang	Thurs. 31st Aug. at noon.
SARAKAN	Hissang	Tues. 5th Sept. at noon.
KOBE	Fook-sang	Wed. 6th Sept. at noon.
KOBE	Kutsang	Sun. 10th Sept. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued.

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" & "MAUSANG".

Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Namsang" will be despatched on or about Friday, 25th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
AMOY, SHAI & TSINGTAO	Shanghai	25th Aug. at 10 a.m.
SWATOW & SINGAPORE	Kiangyuan	25th Aug. at 4 p.m.
H'HOW, PHOI, H'PHONG	Kallong	26th Aug. at d'light.
SHANGHAI	Yingchow	26th Aug. at noon.
SHANGHAI	Chengtu	27th Aug. at 4 p.m.
SWATOW & BANGKOK	Kiangsu	27th Aug. at 4 p.m.
SHANGHAI	Szechuen	28th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	2nd Sept. at 4 p.m.
SWATOW & AMOY	Kiangchow	2nd Sept. at 4 p.m.
SWATOW & SINGAPORE	Kwelyang	3rd Sept. at 4 p.m.
SWATOW & BANGKOK	Kaying	3rd Sept. at 4 p.m.
W'WEI C'FOO, TIENSIN Kueichow	Kueichow	6th Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation and ships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kor via S'wew.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)

AGENTS.

Telephone No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns. (Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haikong W. C. Parnore FRI. 25th Aug. at 1 p.m.

Haikong W. S. Turnbull TUES. 29th Aug. at 1 p.m.

Haikong J. S. Thomson FRI. 1st Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to—

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. MACASSAR MARU Sailing on or about 26th Aug.

For Moji, Kobe & Yokohama.

S.S. BORNEO MARU Sailing on or about 9th Sept.

Further particulars please apply to—

